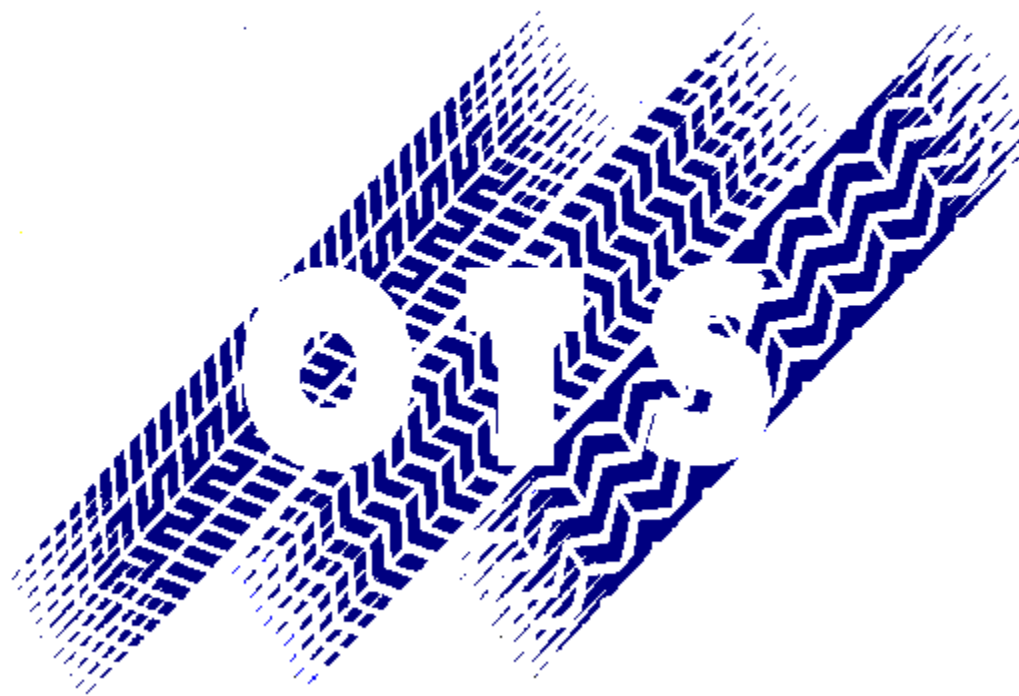


1998



ANNUAL PROGRESS REPORT

FEDERAL FISCAL YEAR 1998

PREPARED BY

STATE OF CALIFORNIA

Gray Davis, *Governor*

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

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I. OVERVIEW

Background

The mission of the Office of Traffic Safety (OTS) is to obtain and effectively administer federal traffic safety grant funds for the purpose of reducing deaths, injuries and property damage that results from traffic collisions.

The Program is a partnership effort between the Federal government and the States. Each State has a Highway Safety Office that is designated by the Governor to receive federal traffic safety funds for coordinating its highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the State and the most effective countermeasures to address them. OTS solicits proposals statewide to address the identified problems. The available funds are allocated to State agencies, local governments, law enforcement agencies, public service groups and other organizations to implement traffic safety programs and projects.

The grants support planning to identify and quantify highway safety problems, provide start up “seed” money for new programs, and give new direction to existing safety programs. The funds are intended to catalyze innovative programs at the State and local level and leverage commitments of State, local, and private resources.

Through US Department of Transportation public rulemaking, it has been determined that certain highway safety programs are more effective in reducing crashes injuries and fatalities. These programs are designated National Priority Program Areas and are:

- **Occupant Protection** – To increase safety belt and child safety seat use and promote the benefits of automatic protection devices, such as air bags.
- **Alcohol and Other Drug Countermeasures** – To remove alcohol and other drug-impaired drivers from the roads.
- **Police Traffic Services** – To enforce and encourage compliance with seat belt use, impaired driving, speed limit and other traffic laws.
- **Emergency Medical Services** – To ensure appropriate treatment through a coordinated system of emergency medical care for persons injured in highway crashes.

- **Traffic Records** – To support record systems that aid in identifying existing and emerging traffic safety problems and evaluate program performance.
- **Motorcycle Safety** – To increase use of motorcycle helmets, conduct rider education programs, improve licensing and reduce the incidence of impaired driving.
- **Pedestrian & Bicycle Safety** – To increase safety awareness and skills among pedestrians and bicyclists.
- **Roadway Safety** – To improve the roadway and environment with special emphasis on the identification and surveillance of the location of traffic collisions; to evaluate highway design, construction and maintenance; and to conduct traffic engineering services.
- **Speed Control** – Through education and enforcement assure drivers travel at safe speeds and comply with posted speed limits.

Annual Progress Report

Both the National Highway Traffic Safety Administration and provisions of the California Vehicle Code require that an Annual Progress Report (APR) be prepared. The APR features the accomplishments and progress of the California Traffic Safety Program. The APR presents the progress that has been made toward achieving goals and objectives contained in the Highway Safety Plan (HSP) and provides an accounting of the use of federal traffic safety funds. Since goals are long term the APR provides a progress status report of goal attainment. The APR provides a program by program analysis of the status of planned projects and activities contained in the HSP.

II. PROGRAM GOALS

ANALYSIS OF ACCOMPLISHMENTS

Performance Goals/Results

This section addresses statewide progress towards achieving HSP performance goals. In many cases, California has met or exceeded performance goals set forth in the HSP "Benchmark Report". Goals are presented for each program area along with the status of their attainment. Since goals are long term the APR presents a progress status update. At the time this report was written the most recent statewide traffic injury and fatality data available was taken from CHP's *1997 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions*.

Overall Program Goal

- Was California's mileage death rate reduced too less than 1.0 fatality per 100,000,000 vehicle miles of travel by the year 2,000?

Results: In 1997, California's mileage death rate decreased from 1.43 in 1996 to 1.29 fatality per 100,000,000 vehicle miles of travel. Since 1988, California's MDR has decreased from 2.3 to 1.29. During the same time the total number of vehicle miles of travel and the population increased by 19.2 percent and 16.4 percent respectively. California's 1997 MDR of 1.29 is the lowest in the State's history and is well below the national MDR of 1.7.

Program Area Goals

Police Traffic Services

- Were total fatal and injury collisions reduced 10 percent from the calendar 1996 base year total of 197,360 to 177,624 by December 31, 1999?

Results: Fatal and injury collisions decreased 4.1 percent (8,156) in 1997 from 197,360 to 189,204.

Alcohol and Other Drugs

- Were alcohol-involved fatal and injury collisions reduced 12.0 percent from the calendar 1996 base year total of 23,584 to 20,754 by December 31, 1999?

Results: Alcohol-involved fatal and injury collisions decreased 11.4 percent (2,696) in 1997 from 23,584 to 20,888.

- Were hit-and-run fatal and injury collisions reduced 10 percent from the calendar 1996 base year total of 21,496 to 19,346 by December 31, 1999?

Results: Hit-and-run fatal and injury collisions decreased 9.4 percent (2,010)

in 1997 from 21,496 to 19,486.

- Were nighttime (2100 - 0259 hrs) fatal and injury collisions reduced 10.0 percent from the calendar 1996 base year total of 26,080 to 23,472 by December 31, 1999?

Results: Nighttime fatal and injury collisions decreased 9.8 percent (2,556) in 1997 from 26,080 to 23,524.

- Were Had Been Drinking (HBD) underage drivers (under 21 years of age) as a percent of total HBD drivers in fatal and injury collisions reduced by 2 percentage points from the calendar 1996 base year proportional rate of 10.3 percent to 8.3 percent by December 31, 1999?

Results: HBD underage drivers (under age 21) as a percent of total HBD drivers in fatal and injury collisions decreased to 9.9 percent in 1997.

In 1997, alcohol was involved in 20,888 (11.0 percent) of the 189,204 fatal and injury traffic collisions that occurred in California. Since 1994 alcohol involved fatal and injury collisions have decreased by 5,180 or 19.9 percent (Figure 1).

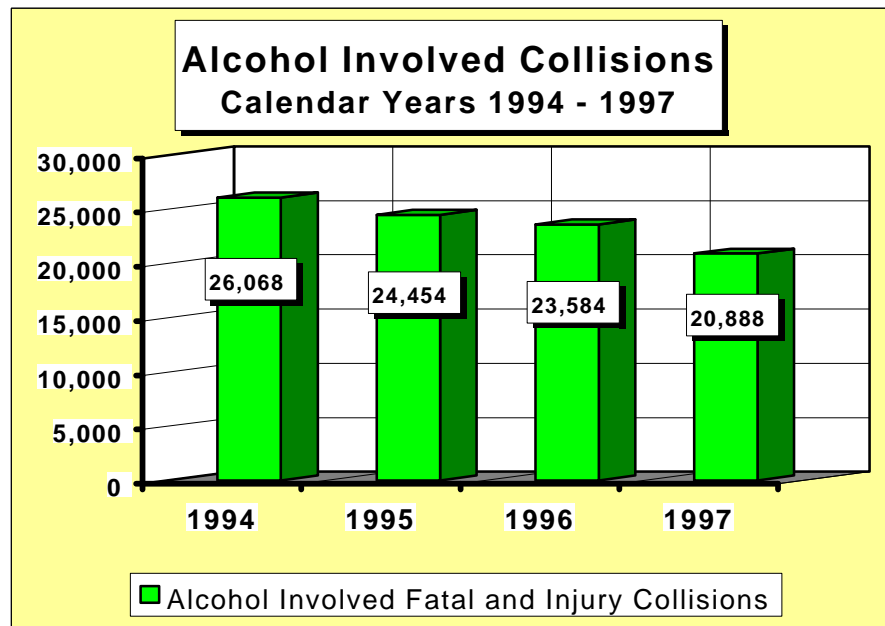


Figure 1

Occupant Protection

Seat Belts

- Was the statewide seat belt compliance rate increased by 3.4 percentage points, from the June 1997 survey usage rate of 87.6 percent to 91.0 percent by December 31, 1999?

Results: In 1998, the statewide safety belt compliance rate increased 2.7 percentage points from 87.6 percent to 90.3 percent.

Since 1994, California's seat belt usage rate has increased by nearly seven percentage points, from 83.7 percent to 90.3 percent. In 1998, California exceeded the national seat belt usage rate of 69 percent by over 21 percentage points. During the same period, California's child restraint usage rate increased 2.9 percentage points from 82.9 percent to 85.8 percent (Figure 2).

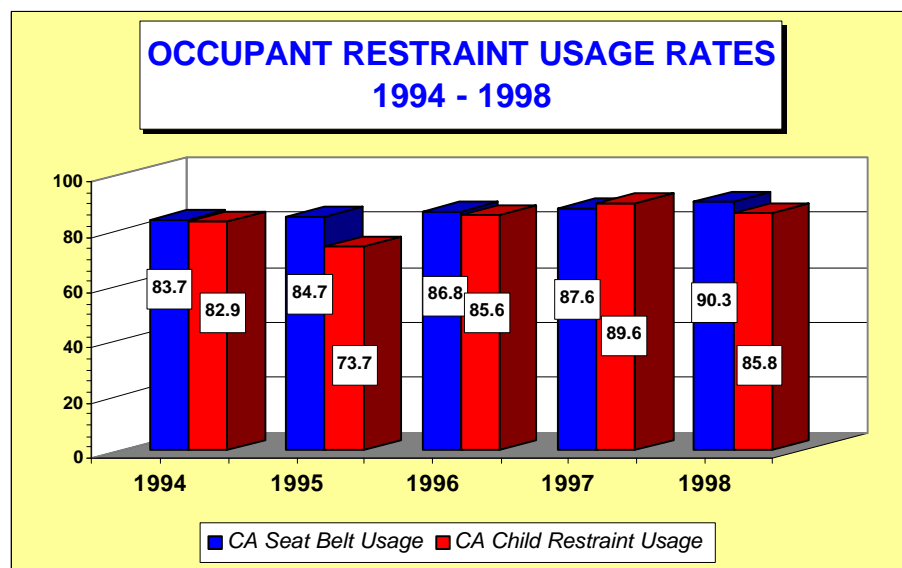


Figure 2

- Was the number of unrestrained fatal vehicle occupants as a percent of all fatal vehicle occupants reduced by 7 percentage points, from the 54 percent calendar 1996 base year rate to 47 percent by December 31, 1999?

Results: In 1997, unrestrained fatal vehicle occupants decreased 2.4 percentage points from 54.5 percent to 52.1 percent.

Child Restraints

- Were fatalities and injuries for vehicle occupants under age four reduced 10 percentage points from the calendar 1996 base year total of 3,618 to 3,256 by December 1999?

Results: Fatalities and injuries for vehicle occupants under age four decreased 16.4 percent (592) in 1997 from 3,618 to 3,026.

- Was the statewide child safety seat compliance rate increased by 2.4 percentage points from the June 1997 survey usage rate of 89.6 percent to 92.0 percent by December 31, 1999?

Results: In 1998, the statewide child safety seat compliance rate decreased 3.8 percentage points from 89.6 percent to 85.8 percent (Figure 2).

Speed

- Were speed-related fatal and injury collisions reduced three percent from the calendar 1996 base year total of 49,742 to 46,802, by December 31, 1999?

Results: Speed-related fatal and injury collisions decreased 1.24 percent (616) in 1997 from 49,742 to 49,126.

Pedestrian and Bicycle Safety Programs

Pedestrian

- Was the total number of pedestrians killed and injured reduced 7 percent from the calendar 1996 base year total of 16,806 to 15,630 by December 31, 1999?

Results: The total number of pedestrians killed and injured decreased in 1997 by 6.2 percent (1,036) from the calendar 1996 base year total of 16,806 to 15,770.

- Was the total number of pedestrians under age 15 killed and injured, reduced 10 percent from the calendar 1996 base year total of 5,246 to 4,721 by December 31, 1999?

Results: The total number of pedestrians under the age of 15 killed and injured decreased in 1997 by 9.5 percent (496) from the calendar 1996 base year total of 5,246 to 4,750.

- Was the total number of pedestrians age 65 and older killed and injured, reduced 10 percent from the calendar 1996 base year total of 1,583 to 1,425 by December 31, 1999?

Results: The total number of pedestrians age 65 and older killed and injured increased in 1997 by 0.6 percent (10) from the calendar 1996 base year total of 1,583 to 1,593.

Bicycle

- Was the total number of bicyclists killed and injured reduced ten percent from the calendar 1996 base year total of 12,702 to 11,432 by December 31, 1999?

Results: The total number of bicyclists killed and injured in 1997 increased 6.72 percent (854) from the calendar 1996 base year total of 12,702 to 13,556.

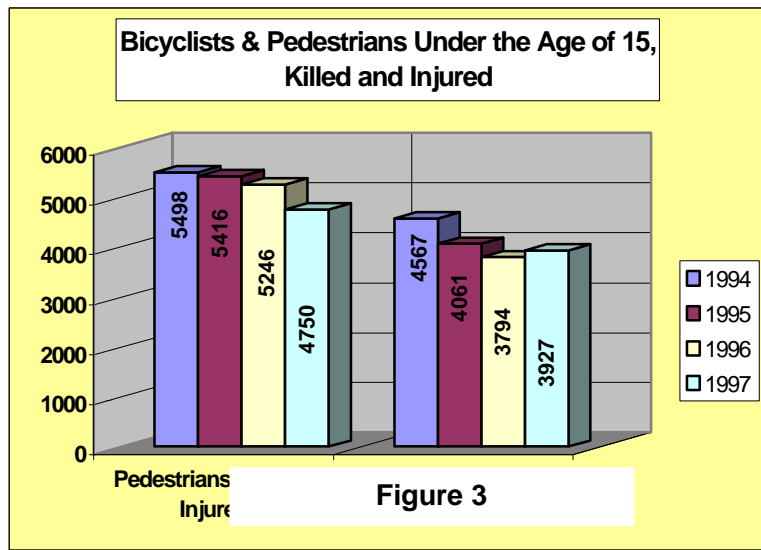
- Were the numbers of bicyclist killed and injured under the age of 15 reduced 10 percent from 3,794 in the calendar 1996 base year to 3,415 by December 31, 1999?

Results: Bicycle fatalities and injuries for those under age 15 in 1997 increased 3.5 percent (133) from the calendar 1996 base year total of 3,794 to 3,927.

- Was the number of non-helmeted bicyclists killed, as a percent of all bicycle fatalities, reduced 10 percentage points from the calendar 1996 base year rate of 90 percent to 80 percent by December 31, 1999?

Results: The number of non-helmeted bicyclists killed in 1997, as a percent of all bicycle fatalities, decreased 5.4 percentage points, from the calendar 1996 base year rate of 89.8 percent to 84.4 percent.

In 1997, 115 bicyclists were killed in collisions with motor vehicles and 13,441 were injured. Young children (aged 14 and younger) accounted for 18 (15.7 percent) of the bicycle fatalities and 3,909 (29.9 percent) of the injuries. Since 1994, bicycle deaths and injuries for children aged, 14 and younger have decreased 14.0 percent (Figure 3).



Administrative Goals

Emergency Medical Services (EMS)

- Were the EMS delivery systems in California communities improved through the replacement of outdated and unreliable emergency/rescue vehicles and equipment?

Results: Twenty-seven California EMS providers received funds to replace outdated and unreliable emergency/rescue vehicles and equipment. Fifteen Fire Departments have purchased and placed into service hydraulic extrication equipment and air bag lifting systems to facilitate rapid and safe removal of collision victims trapped in damaged vehicles and two additional communities purchased rescue vehicles. Eleven EMS providers are in the process of purchasing hydraulic extrication equipment that will be placed in service during the next fiscal year.

- Was response time (time of notification to hospital treatment) decreased to one hour or less in rural California communities?

Results: Three communities experienced significant reductions in response times through the placement of extrication equipment in areas that previously had none. Kings County Fire Department decreased response time (time of notification to hospital treatment) between Avenal and Interstate 5 by 80 percent (5 minutes vs. 25 minutes) and Rohnert Park Department of Public Safety decreased response time (time of notification to hospital treatment) by 27 percent (16.5 minutes vs. 23 minutes). Oroville Fire/Rescue Department decreased response time (arrival of rescue equipment at collision site) by 86 percent (2 minutes vs. 14.5 minutes).

- Was first responder services to traffic collision victims improved in California rural communities?

Results: Four Fire Departments provided extrication training to 217 firefighters. Firefighters were provided hands on State Fire Marshall Certified training in the safe and effective use of hydraulic and non-hydraulic extrication tools.

- Were programs identified and supported that facilitate rapid delivery of high quality emergency response services to traffic collision victims?

Results: Four Fire Departments provided extrication training to 217 firefighters. Firefighters were provided hands on State Fire Marshall Certified training in the safe and effective use of hydraulic and non-hydraulic extrication tools.

Traffic Engineering and Operations (FHWA)

- Were programs supporting the automation (hardware/software) of manual collision analysis processes in the counties and municipalities throughout the state identified?

Result: The Office of Traffic Safety funded fourteen projects throughout the State of California on both the county and municipal levels relative to the above goal. In every case, the grants implemented automated collision analysis and tracking software as a replacement to unwieldy and costly manual processes.

- Was support for the automation of ancillary collision analysis provided?

- Traffic Control Device Inventories (TCDI) and Traffic Counts.
- Identifying and surveying high collision locations including traffic flow analysis and traffic circulation patterns.

Result: Ten projects were funded by the Office of Traffic Safety focusing on the automation of both Traffic Control Device Inventories (TCDI) and traffic flow analysis and traffic circulation patterns.

- Were open data systems to encourage data sharing and data linkage amongst local and statewide agencies promoted?

Result: The California Office of Traffic Safety funded a single project relative to this goal. The limited nature of this endeavor is designed to provide data regarding the processes and costs associated with undertaking this goal on a statewide basis.

- Were exploratory traffic calming studies supported?

Result: No projects funded in this area.

- Were regional Safety Management Systems (SMS) expanded by funding additional local corridor safety projects?

Result: No projects funded in this area.

Traffic Records

- Did OTS participate in the redevelopment of the Statewide Integrated Traffic Records System (SWITRS)?

Result: No projects were funded in fiscal year 1998. However, the California Office of Traffic Safety has provided funding to two separate projects undertaking preliminary redevelopment efforts starting in fiscal year 1999.

- Was funding provided to support the automation of Traffic Record data in counties and municipalities throughout the state?

Result: During the fiscal year 1998 the Office of Traffic Safety provided funding to twenty-seven grantees specifically for the automation of traffic record data. The grant funds allocated were provided to both municipalities and counties as requested by the submitted proposals.

- Was historical and current Traffic Record data provided to an increasing number of law enforcement (including courts of law) on a state, county and municipal level?

Result: During the fiscal year 1998, the California Office of Traffic Safety has funded six projects in the traffic records program area undertaking the movement of traffic record data (historical and current) between Departments of Public Works and local law enforcement agencies.

- Were open data systems to encourage data sharing and data linkage amongst local and statewide agencies promoted?

Result: The Office of Traffic Safety has provided funding for a single demonstration grant to determine the feasibility and costs of implementing systems that capture and provide report data to multiple agencies.

- Were grant funded agencies with the responsibility for traffic safety provided timely access and complete data needed to identify problems, select countermeasures and evaluate implemented improvements?

Result: The California Office of Traffic Safety funded twenty-six projects that provided or will provide timely access to complete data to allow for more thorough and thoughtful information based decision making relative to mitigation measures and enforcement efforts by law enforcement.

Legislative Goals

Motorcycle Helmets

- Were the current statutes that relate to the mandatory use of motorcycle safety helmets maintained?

Results: OTS continued the successful “Working Partnership that was formed during the early nineties between the California Highway Patrol, Department of Motor Vehicles, Department of Health Services, the University of California Campuses at Los Angeles (UCLA) and San Francisco (UCSF), various insurance providers, medical researchers, trauma care providers, and the California Medical Association. The “Partnership,” through a tenacious educational effort, successfully maintained the current mandatory motorcycle safety helmet statute. Legislation introduced during the first year of the 1997-1998 Legislative Session, that was carried forward into the second year, sought to substantively repeal the universal use of motorcycle helmets. Economic data, compiled under the auspices of an OTS grant to UCSF, regarding the impact of helmet use provided the pivotal information necessary to halt the progress of the measure. It is anticipated that legislation of a substantively similar nature will be introduced during the 1999-2000 Legislative Session.

- Did OTS monitor, track and analyze all traffic safety related legislation in California and monitor national legislation affecting the State and Community Highway Safety Program?

Results: During the second year of the 1997-1998 California Legislative Session, the OTS Legislative Unit monitored, tracked or analyzed over 50 separate measures. During this period the OTS Legislative Unit also monitored and tracked the comprehensive Transportation Equity Act of the 21st Century. In effect, this measure re-authorized the existing Intermodal Surface Transportation Efficiency Act of 1991.

- Did OTS effectively represent the Administration's positions on legislative issues in the traffic safety arena?

Results: Of the over 50 measures that OTS monitored during 1998, Legislative Unit staff directly provided analysis, comment or testimony to legislative staff on 20 measures.

- Were existing traffic safety statutes maintained to ensure California continues to receive federal highway safety grant funds?

Results: Of the over 50 measures that OTS monitored, tracked and analyzed only one provided for a challenge in this category, specifically to the mandatory universal use of motorcycle safety helmets. As detailed above, a multidisciplinary working partnership was formed to combat the attempted repeal of this effective traffic safety statute. The measure was defeated handily.

- Were additional federal highway safety grant funds secured for California through actively pursuing new traffic safety statutes and enhancement of those already in existence, as necessary?

Results: Due to California's leadership role in traffic and transportation safety legislation, there were no statutory changes necessary during 1998. Existing California statutes provided for the allocation approximately \$25 million in additional TEA-21 incentive grant highway safety funds.

Public Affairs Goals

- Was a multi agency, collaborative “Underage Anti-Drinking and Driving Statewide Public Awareness Campaign” implemented to target current and soon to be teen drivers?

Result: The Office of Traffic Safety created a campaign targeting teenagers to reduce the incident of injuries and fatalities associated with underage drinking and driving. The action taken included partnering with the California Coalition Against DUI (CADUI) to commission a statistical and demographic analysis of the potential impact of “Generation Y” on the safety of California roadways. The study revealed that a one-third increase in the number of teenagers in California could result in an increase of teen traffic fatalities over the next decade. OTS implemented both a statewide awareness campaign effort and a new anti-DUI youth campaign, which included partnerships with the California Highway Patrol and the Attorney General’s Office/Department of Justice. Other participants included governmental agencies, community-based organizations, and business/private sector entities. The broad-based partnerships provided for community forums in three major teenage markets. In addition, OTS’s signature event in support of Drunk and Drugged Driving (3D) Prevention Month, the annual “Lights on for Life” campaign targeted teenagers throughout the state of California and garnered widespread media coverage and community participation and support.

- Were the lifesaving, economic, environmental, health care and societal benefits of safe driving practices effectively communicated to California motorists?

Result: OTS successfully communicated the benefits of safe driving practices through strategic partnerships with the private and public sectors, media relations and community outreach efforts.

As a part of its partnership efforts with the wireless communications industry, OTS joined with L.A. Cellular to develop and distribute more than 35,000 brochures entitled “Protect Your Precious Cargo.” The brochures were distributed to Southern Californians via 43 L.A. Cellular superstore retail locations. OTS also partnered with Bay Area McDonald’s restaurants in recognizing Family Safety Month in March 1998. OTS developed bicycle safety messages for collateral materials that were distributed to McDonald’s patrons during the month long observance.

OTS conducted numerous news media outreach activities to educate all Californians about the broad benefits of safe driving practices. Activities included developing and producing a holiday radio news release on passenger safety that resulted in 168 total broadcasts reaching over 1.1 million Californians and statewide media outreach in support of Child Passenger Safety Week that garnered media coverage throughout the state.

Community outreach efforts included the development and production of the quarterly newsletter, OTS Tracks, which is distributed to traffic safety professionals and city, county and law enforcement officials throughout the state.

- Was an increase made of OTS pool of private-sector supporters and partners by communicating traffic safety “hidden” economic impact on businesses and taxpayers?

Result: OTS successfully secured more than 18 community-based, private-sector partners to maximize the reach of traffic safety messages to help educate all Californians about traffic safety’s broad fiscal, environmental and societal impact to encourage compliance with traffic safety laws. The partnerships were in support of the annual OTS Traffic Safety Summit, which attracted more than 800 traffic safety professionals and advocates to the three-day conference held in Los Angeles in October 1998. The partners supported various workshops at the conference, which offered traffic safety information including economic impact of motor vehicle collisions to business, private individuals, cities, counties and to the state.

The OTS also facilitated the California Network of Employers for Traffic Safety (CAL NETS) whose mission is to create greater awareness of the high costs to employers of traffic safety collisions and the impact on their bottom line; and, to provide tools and strategies to reduce those costs.

- Were campaigns conducted to raise the awareness of the broad benefits of traffic safety programs and safe driving practices to positively influence attitudes and behavior in favor of traffic safety laws and maximize compliance?

Result: The OTS broad-based California Coalition Against Driving Under the Influence (CADUI) continues to pull resources from a variety of organizations providing a framework of leadership. CADUI’s 330 members representing law enforcement, state agencies, business, non-profit coalitions, and traffic safety activities continue to share information, support statewide activities and education. The CADUI serves as part of the leadership for the annual California Drunk and Drugged Prevention Month activities.

In addition, OTS partnered with the Automobile Club of Southern California and the California State Automobile Association to educate members about, and encourage compliance with, the new graduated Driver's License statute. The resulting brochure was distributed to over 100,000 Californians through AAA regional offices.

III. 1998 PROJECT PERFORMANCE OVERVIEWS

Federal Funds Received - \$17.1 million

Active Projects - 300

The purpose of the Project Performance Overview is to: 1) highlight grantees performance goal attainment and associated economic costs savings; 2) compare statewide performance goals with the performance of OTS-funded projects; 3) compile a cumulative list of grantees major objectives or activities; and 4) present a summary narrative of project accomplishments.

Performance Goals (Funded Projects)

Alcohol and Other Drugs

- ◆ Were alcohol-involved fatal and injury collisions reduced 15 percent by September 30, 1998?

Results: Funded projects reported that alcohol-involved fatal and injury collisions decreased 20.4 percent (555) from 2,716 to 2,161.

Statewide, alcohol-involved fatal and injury collisions decreased 11.4 percent (2,830) from 23,584 to 20,754.

- ◆ Were hit-and-run fatal and injury collisions reduced 10 percent by September 30, 1998?

Results: Funded projects reported that hit-and-run fatal and injury collisions decreased 17.5 percent (477) from 2,720 to 2,243.

Statewide, hit-and-run fatal and injury collisions decreased 9.4 percent (2,010) from 21,496 to 19,486.

- ◆ Were nighttime (2100 – 0259 hours) fatal and injury collisions reduced 10 percent by September 30, 1998?

Results: Funded projects reported that nighttime fatal and injury collisions decreased 32.6 percent (1,169) from 3,587 to 2,418.

Statewide, nighttime fatal and injury collisions decreased 9.8 percent (2,556) from 26,080 to 23,524.

- ◆ Was the conviction rate for CVC section 14601 (driving with a suspended or revoked license) offenders that fail to appear in court increased 25 percentage points by September 30, 1998?

Results: Funded projects reported that the 14601 conviction rate increased 14.6 percentage points from 70.0 percent to 84.6 percent.

Police Traffic Services

- ◆ Were total fatal and injury collisions reduced 10 percent by September 30, 1998?

Results: Funded projects reported that total fatal and injury collisions decreased 6.5 percent (1,539) from 23,531 to 21,992.

Statewide, total fatal and injury collisions decreased 4.1 percent (8,156) from 197,360 to 189,204.

Occupant Protection

- ◆ Was the number of vehicle occupants under the age of 4 killed and injured reduced 10 percent by September 30, 1998?

Results: Funded projects reported that the number of vehicle occupants under the age of 4 killed or injured decreased 15.7 percent from 553 to 466.

Statewide, the number of vehicle occupants under the age of 4 killed and injured decreased 16.4 percent from 3,618 to 3,026.

- ◆ Was seat belt compliance increased 5 percentage points by September 30, 1998?

Results: Funded projects reported that seat belt compliance increased an average of 17 percentage points from 72 percent to 89 percent.

Statewide, seat belt compliance increased an average of 2.7 percentage points from 87.6 percent to 90.3 percent.

- ◆ Was child safety seat usage increased 6 percentage points by September 30, 1998?

Results: Funded projects reported that child safety seat compliance increased an average of 10 percentage points from 66 percent to 76 percent.

Statewide, child safety seat compliance decreased an average of 3.8 percentage points from 89.6 percent to 85.8 percent.

Speed

- ◆ Were speed-related fatal and injury collisions reduced 15 percent by September 30, 1998?

Results: Funded projects reported that speed-related fatal and injury collisions increased 7.6 percent (179) from 2,353 to 2,532.

Statewide, speed-related fatal and injury collisions decreased 1.2 percent (616) from 49,742 to 49,126.

Pedestrian

- ◆ Were fatal and injury collisions involving a pedestrian reduced 10 percent by September 30, 1998?

Results: Funded projects reported that fatal and injury collisions involving a pedestrian decreased 9.5 percent (64) from 671 to 607.

Statewide, fatal and injury collisions involving a pedestrian decreased 5.9 percent (935) from 15,859 to 14,924.

Bicycle

- ◆ Were fatal and injury collisions involving a bicycle reduced 11 percent by September 30, 1998?

Results: Funded projects reported that fatal and injury collisions involving a bicycle decreased 2.9 percent (14) from 490 to 476.

Statewide, fatal and injury collisions involving a bicycle increased 6.4 percent (805) from 12,563 to 13,368.

- ◆ Was the bicycle helmet compliance for children aged 5 to 18 increased 30 percentage points by September 30, 1998?

Results: Funded projects reported that the bicycle helmet compliance rate increased by 25 percentage points from 45 percent to 70 percent.

Performance Objectives (Funded Projects)

Alcohol and Other Drugs

- 161 - Sobriety Checkpoints
Vehicles Passing Through the Checkpoints - 120,903
Drivers Screened - 76,272
Administered Field Sobriety Tests - 1,090
DUI Arrests - 317
- 757 - Special DUI Patrols Resulted in 2,057 DUI Arrests
- 603 - Traffic Safety Educational Presentations Impacted 116,143 Youth
- 128 - Traffic Safety Community/Civic Presentations Impacted 98,999 People
- 79 - School Site Alternative Activities Impacted 47,598 Students

Police Traffic Services

- 51,211 Vehicles Impounded
- 254 Confiscated Weapons
- 862 Narcotics Arrests
- 386 - Stolen Vehicles Recovered
- 846 - Felony Arrests
- \$3,664,493 - Program Income From Vehicle Impounding
- 4,483 - Seat Belt Citations (Local Police Departments)
- 915 - Child Safety Seat Citations (Local Police Departments)
- 2,083 - Visible Display Radar Trailer Deployments Impacted 2,785,503 Vehicles

Occupant Protection

- 640 - Child Passenger Safety Training's Impacted 7,952 People
- 8,941 Low-cost Child Safety Seats Distributed
- 134 - Child Passenger Safety Educational Presentations Impacted 27,500 People
- 148 - Occupant Protection Civic and Community Presentations Impacted 26,361

People

- 48 Child Safety Check-ups
- 74 - Public Service Announcements
- 178 - Child Safety Seat Court Diversion Classes and \$94,570 Collected in Program Income

Traffic Records and Engineering

- 17 - Cities Utilized Geographical Information Systems (GIS) Technology
- 8 - Cities Automated Their Traffic Records Function
- An Aggregate of 1149 Miles of Traffic Control Device Inventories (TCDI's) Have Been Conducted
- 1,160 - People Trained in the OTS Sponsored "Traffic Safety Through Construction and Maintenance Zones" Course Offered Through the University Of California, Berkeley

Emergency Medical Services

- 26 - Communities Received First Responder Equipment (i.e., extraction equipment and airbag lifting systems)
- 3 - Communities Received Rescue Vehicles
- 7 - Communities Received Ambulances
- 217 - First Responder/Rescue Personnel Were Trained In The Safe and Effective Use Of New Extrication Equipment
- 10 - Traffic Safety Education Community Events Impacted More Than 6,500 Persons

Pedestrian and Bicycle Safety

- 108 - Bicycle Rodeos Impacted 283,647 Youth
- 4,774 - Bicycle Helmets Distributed
- 1,355 - Bicycle Helmet Citations
- 447 - Educational Presentations Impacted 22,376
- Reported Helmet Usage Through Compliance Surveys Increased From 44.7 percent To 69.7 percent

IV. 1998 PROGRAM AREA OVERVIEWS

Alcohol and Other Drugs

California's alcohol and other drugs program include projects in the areas of enforcement, education, adjudication, systems support, and prevention/intervention. A total of 17 projects were initiated during fiscal year 1998 and 25 projects continued from prior years.

Sobriety checkpoint programs and deployment of special DUI patrols continue to operate successfully statewide. Checkpoint and DUI patrol operations were an integral part of several DUI enforcement projects with the California Highway Patrol (CHP) and local law enforcement agencies.

These DUI enforcement programs resulted in 87 sobriety checkpoints, 223 driving under the influence arrests, 49,449 vehicles screened 608 field sobriety tests administered and 757 special patrols. Warrant service, stakeout, and decoy operations have also been included with enforcement efforts.

California law enforcement agencies have continued to implement innovative and aggressive traffic safety enforcement programs that have gained national recognition. Enforcement of driving under the influence (DUI) laws takes several forms. State and local police agencies arrest DUI drivers, county crime laboratories provide blood alcohol testing of offenders and court testimony, and the judicial system prosecutes and imposes sanctions.

OTS has developed and implemented a number of successful alcohol education and awareness programs aimed at reducing problems associated with underage drinking. The Friday Night Live (FNL) program develops high school activism to promote traffic safety, driving sober and drug free, and partying without drugs and alcohol. The program consists of assembly programs, organization meetings for student activist chapters, classroom activities, community involvement, and community-wide promotion of safe rides.

Club Live focuses on junior high/middle school students by utilizing the FNL model. The goal of Club Live is to promote alcohol, drug and traffic safety issues through positive peer pressure, alternative activities and pro-active community involvement.

Friday Night Live Kids is a peer-oriented program for children in grades 4-6 focusing on traffic safety and the prevention of alcohol and other drug problems. FNL Kids promotes and supports healthy lifestyle choices for youth through delivery of information and by promoting positive peer-oriented activities. Program components include assemblies, FNL Kids Chapters, parent/community support, advisor training and support, classroom activities, and school and countywide activities.

For the underage DUI offender, alternative sentencing programs are popular because of their success at reducing recidivism. The programs increase awareness

among young people of the consequences of drinking alcohol and using drugs and the effect it has on their driving ability. Referrals come from juvenile court, juvenile traffic court and municipal court. Youths convicted of DUI and referred to these programs visit a trauma center, an alcohol/drug rehabilitation facility, and coroner's office.

The "Every 15 Minutes" program is a statewide two-day program focusing on high school juniors and seniors. Students are removed from classrooms and an officer reads the student's obituary, written by the student's parents. These obituaries are placed in the classroom for the remainder of the school year. The students chosen are then made up to resemble a "living dead" victim and then returned to class. The student's parents simultaneously receive a mock death notification from the police officers at their homes or places of employment. At lunch time, a staged drunk driving traffic collision is held on campus involving emergency personnel including police, fire, paramedics, helicopter rescue and coroner's office. At the end of the day, the "living dead" student is "gone." The next day, the high school holds an assembly where presentations are given by local emergency response teams, law enforcement, school staff, parents, and the students. The last and most important thing impressed upon everyone are the importance of acknowledging the fact that alcohol doesn't hurt just those who drink it, but also many innocent victims.

Department of Justice, California Criminalistics Institute provided expert witness training to forensic laboratory and law enforcement personnel to improve their skills for DUI testimony in hearings and trials. The Judicial Council of California conducted a traffic adjudication conference for judicial personnel statewide, providing the latest information on legal provisions in DUI laws, alternatives in DUI sentencing, effectiveness in DUI Sanctions, and improvements in reporting communications between enforcement agencies, DMV and the courts.

The State Department of Justice developed a state-of-the-art computer network that interconnected the Bureau of Forensic Services laboratories, local district attorney offices, and the Department of Motor Vehicles to share DUI case information. The DMV purchased additional computer equipment and is in the process of expanding and reconfiguring their DUI Management Information System, allowing for more extensive DUI data analysis and reporting, and faster response time than is currently available. New ignition interlock legislation was introduced which included a requirement to evaluate effectiveness of ignition interlock devices in reducing DUI recidivism.

Examples of Alcohol and Other Drugs Grants

The **Alameda** “DUI Education and Enforcement Program” conducted 226 DUI patrols resulting in 322 DUI arrests, and six sobriety checkpoints resulting in 4,351 vehicles passing through the checkpoints, 1,564 drivers screened, 67 field sobriety tests administered, and 15 DUI arrests.

The **California Museum of Science and Industry** “Traffic Safety Education Program” is an innovative approach to enlighten students of all ages on the importance of traffic safety and preventive safety education, by the creation of hands-on exhibits at the new California Science Center in Los Angeles County. A 20,000 square-foot area called “Creative World” was built for traffic safety exhibits titled: Transportation, safety Impact Test, Seat Belt Safety, Crash Dummies, and a Bicycle Case Study. A Drinking and Driving exhibit also allows visitors to get behind the wheel of a video simulator that dramatically demonstrates the effects of alcohol on the brain. In addition, the project conducted 12 bicycle training programs attended by more than 1,200 kids and their parents and two fun rides attended by more than 1,000 kids and their parents. Since February 1998, more than 1.5 million children and their parents have visited the California Science Center.

The **Department of Justice** “Statewide Alcohol Information Network (SAIN)” project connected 13 sites of the state-of-the-art computer network for the Bureau of Forensic Services laboratories, local district attorney offices and the Department of Motor Vehicles to provide for a more efficient exchange of case information.

The **Santa Ana** “DUI Warrant Service Program” helped the city reduce total fatal and injury and alcohol involved collisions by 23 percent (1,564 vs. 1,203) and 51 percent (177 vs. 87) respectively. Through its habitual offender stakeout activities, 4 individuals have been arrested; one of whom had been arrested for DUI on 11 other occasions.

The **Sacramento County** “Youthful Visitation Program” increases awareness among young people of the consequences of drinking alcohol and using drugs and the effect it has on their driving ability through visitations with trauma centers and the Coroner’s Office Victim Impact Panel for DUI offenders. Forty-three minors have completed the program.

Police Traffic Services

The PTS program included projects to enforce traffic laws, inform the public about traffic safety, improve collision records, and prevent collisions. During this fiscal year, there were 39 innovative PTS projects initiated and 60 continued from prior fiscal years at both the state and local level.

In 1997, "speed" was the Primary Collision Factor (PCF) in 26 percent of all fatal and injury collisions. The percent of total collisions with speed as the PCF has increased by 2.2 percent within the last four years. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. Speed continues to be a major problem on California roadways, accounting for 421 fatal and 48,705 injury collisions in 1997.

Examples of Police Traffic Services Grants

The **San Diego** "Traffic Offenders Program" impounds the vehicles of drivers operating motor vehicles while suspended/revoked or unlicensed. Results from the second year of operations produced the following results: total fatal and injury collisions were reduced 8 percent (417); alcohol involved fatal and injury collisions were reduced 12 percent (102); hit and run collisions decreased 31 percent (179); and night-time collisions decreased 46 percent (279). There were 15,448 vehicles impounded; 26 stolen vehicles recovered; 72 felony arrests 134 felony drug arrests; 39 felony warrants issued 17 confiscated weapons and 480 misdemeanor arrests. Thirteen special enforcement operations were conducted and the department wide prosecution and conviction rates increased by five and six percentage points respectively. Program income in the second year, duplicated the first operational year, by collecting in excess of one million dollars in administrative tow fees.

The **Stockton Police Department** "Vehicle Impound Program" is in the second year of a project which has emphasized the impoundment of vehicles being operated by drivers having suspended or revoked drivers licenses. Project operations in the second year produced the following results: fatal and injury collisions were reduced 7 percent (109); alcohol involved fatal and injury collisions were reduced 38 percent (30); hit and run collisions decreased 47 percent (109); and night-time collisions decreased 108 percent (218). There were 5356 vehicles impounded; 87 felony arrests; 76 felony drug arrests; 23 confiscated weapons; 675 misdemeanor arrests and 57 warrants were issued. Twelve special enforcement operations were conducted during this period which were responsible for 34 vehicle impounds; 99 citations; 32 insurance violations; 18 DUI arrests; and 4 felony and misdemeanor arrests. Program income from the administrative to fees in the second operational year total \$273,003.

The **Modesto Police Department** "Comprehensive Traffic Safety Program" is in the second/final year of operation. The project scope includes comprehensive selective enforcement operations with emphasis on enforcement of unlicensed, revoked or suspended drivers. Results of the combined enforcement efforts include the following: total fatal and injury collisions increased 5 percent (75); speed related collisions increased 15.3 percent (62); alcohol involved collisions were reduced 30 percent (18); DUI arrests increased 54 percent (459); hit and run collisions were reduced 86 percent (131). There were 4209 vehicles impounded; 458 habitual offenders were arrested; 544 warrants were served for revoked/suspended for FTA; 248 felony drug arrests; 43 weapons confiscated; 21 stolen vehicles recovered 799 misdemeanor arrest; 27 on-view felony arrests and 28 felony warrants were cleared. \$195,200 was collected in administrative tow fees. Also, Seat belt compliance

increased 10 percentage points; seat belt and child restraint citations equaled approximately 30 percent and 5 percent respectively, of hazardous citations issued; 6700 students attended traffic safety assemblies and 6600 people attended city traffic safety events; 700 persons received training at three bicycle rodeos.

The **El Monte Police Department** "Comprehensive Traffic Safety Program" project provided funds for the following: three motorcycle officers with a traffic unit supervisor, four motorcycles, sobriety checkpoint trailer, visible radar trailer, 4 laser speed detection units, 500 bicycle helmets, 100 child passenger safety seats, and promotional material. Grant programs included 6 sobriety checkpoints, unlicensed and suspended/revoked saturation patrols, 3 radar trailer downstream speed enforcement operations, seatbelt and child safety seat patrols, pedestrian decoy operations, and child safety seat and bicycle helmet giveaway programs. The results of the grant include the following: 7,381 hazardous citations, 199 DUI arrests, and 1,520 vehicle impounds with \$132,830 collected in the vehicle impound fund. The impact on non-traffic related arrest from vehicles impounded consist of 85 felony drug arrests, 263 stolen vehicles recovered, 16 weapons confiscated, 234 other misdemeanor and felony arrests, and 12 felony warrants served. Total fatal and injury collisions decreased 14 percent and alcohol related fatal and injury collisions decreased 49 percent.

Occupant Protection

Thirty-four occupant protection projects remained active in fiscal year 1998. A total of 16 new projects were initiated and 18 continued from prior fiscal years.

Occupant protection programs involved safety belt and child safety seat education, education, training, monitoring and the enforcement of occupant restraint laws. Additionally, many projects increased public awareness and education regarding the use of air bags, child safety seats, and seat belts.

Many projects targeted special groups such as teens, low-income families, Hispanic communities, other English-as-a-second-language peoples, and pickup truck occupants.

Traffic collisions remain the leading cause of death for Americans from 5 to 32 years of age (NHTSA). On January 1, 1993, California became the first state to implement an uninterrupted change from secondary to primary seat belt enforcement. Primary laws, as compared to secondary laws, remain associated with greater reductions in fatal and serious injury resulting from motor vehicle collisions (NHTSA).

Examples of Occupant Protection Grants

The **Placer County** “Buckle Up Baby” project distributed 1,395 child safety seats to low-income families with infants and children. The program worked with two Sacramento Police Officers to educate other law enforcement on the proper use of child passenger safety seats. The project held 135 court diversion programs for those cited with child safety seat violations. Provided 30 instruction classes to health care professionals, and early childhood students on the proper use of child safety restraints. Child safety seat usage surveys reflected a 2 percentage point increase in the child safety seat compliance rate from 81 percent to 83 percent in Placer County and a 27 percentage point increase in the child safety seat compliance rate from 52 percent to 79 percent in Sacramento County.

The **Tulare District Hospital** “Child Passenger Occupant Restraint Program” provided children released from Tulare District Hospital with an approved child safety seat. Also, provided child safety seat education to 50 families, loaned 78 child safety seats to high risk families and implemented a child safety seat violator’s class in the local municipal court, and increased the child safety seat compliance rate from 76 percent to 97 percent.

The **California Highway Patrol** “Comprehensive Child Safety Seat Program” a total of 607 overtime hours to train health center staff on the provisions of child restraint laws, and the distribution of 1,162 child safety seats at the 131 health centers and CHP offices throughout the state.

The **Department of Health Services** “Vehicle Occupant Safety Program (VOSP)” provided assistance to county programs in implementing a SB 1073 program, teamed up with local agencies to continue to assist day care centers in meeting their new requirements under SB 503, and developed a statewide car seat directory, “Who’s Got Car Seats?” indicating all of the community agencies that provide car seat services.

The **San Bernardino County** “Occupant Protection/Child Passenger Safety Program” recruited and trained community volunteers to assist in conducting 2 child safety seat checkups, worked with law enforcement to increase child safety seat and seat belt compliance and the distributed 1,846 child safety seats and booster seats. Increased the child safety compliance rate 7 percentage points from 66 percent to 73 percent.

The **University of California, Los Angeles** “Media and Injury Prevention Program (MIPP)” developed an educational curriculum for the media and CHP Public Affair Officers. This project provided for a subcontract with the University of Southern California, to educate the radio traffic reporting community and the Public Affairs Officers of the California Highway Patrol with an injury sensitive training program. Federal fiscal year 1998 activity included using radio traffic reports to deliver traffic safety messages for effective injury prevention. The program targets the young ethnic male who is at high risk of traffic injury. The training manual focuses on various reporting strategies, aggressive vs. new non-aggressive traffic reports.

Activity shows an increase in identification and personalization of injury increases the non-aggressive value in reporting.

Traffic Records and Engineering

During the federal fiscal year 1998, OTS funded twenty-one Traffic Engineering projects. These twenty-one projects consisted of ten new projects and eleven project continuations. Various, the projects assisted local and state agencies in establishing automated systems and procedures to track traffic collisions and to identify and analyze high collision locations. In addition, these projects also located and identified thousands of traffic control devices on hundreds of miles of local roadways.

Geographic Information Systems (GIS) technology was employed in five projects to map collision locations and analyze collision data. In addition, nine projects applied automated record maintenance for Traffic control device inventories previously were non-automated processes. One project utilized aerial photography and digitized the photos into maps for collision tracking. Four experimental crosswalk illumination device projects were undertaken, completed and evaluated. To continue, OTS funded one "Safe Routes" project and one "Comprehensive Pedestrian Safety Program." OTS continues to fund a project that has trained over 1,000 public and private sector engineers during federal fiscal year 1997 in traffic management through construction zones.

OTS funded 30 Traffic Records projects. Of these 30 projects, 20 were initiated in 1998 and ten were continued from prior years. These grants were intended to provide agencies with the automation necessary for the collection, storage and manipulation of detailed and voluminous information for problem identification, analysis and countermeasure evaluation. The data gathered relates to collision numbers, persons involved, roadway information, environmental factors, traffic controls employed, emergency response times and other data that might aid agencies in determining mitigation measures and implementation methodologies as well.

Geographic Information Systems (GIS) technology was employed in twenty projects to map collision locations and analyze collision data, including frequency. Five projects involve data gathering and automation connectivity. One project focused on employing speed trailer technology for use by community members to become actively involved in speed reduction efforts in the community. One project is undertaking to automate its traffic control device inventory, location and maintenance schedule. One project involved gathering traffic count data and the establishment of regular counts throughout the community to establish collision rates beyond collision frequency. Two projects involving local EMS agencies are concerned with data gathering activities and the automation of this data.

Examples of Traffic Records and Engineering Grants

The **City of Los Angeles** "Transportation Automated Records System Replacement Project" has eliminated the three-year backlog of collision data and the historical collision data entered into the new system. Grantee issued an RFP and selected a consultant to develop the street routing index. This index was used to relate collision data to specific locations within the city. Mapping and database applications have been purchased and installed and staff have been trained in system usage and system maintenance. Global Positioning Satellite (GPS) technology has been employed for mapping roadways and to allow for a seamless integration of this data into the city's GIS system. Networking the system to allow for data sharing among various city departments is nearly completed. Agency estimates that networking will be completed by late 1998 or early 1999.

The **North Coast EMS Agency** "First Responder Data Project Continuation" was refocused in June 1997. Project focus was changed from the development of a state "Model First Responder Data System" to an expansion of the First Responder section of the existing Pre-Hospital Care Report program and computer upgrade. The project re-focus was a result of information derived from a user survey conducted by the grantee. Through the survey, it was determined that clients would prefer to see an expansion of the First Responder section of the existing Pre-hospital Care Report program and the computer upgrade than to develop the "Model First Responder Data System." OTS assented to the proposed program refocus. The grantee successfully achieved the reprogramming of the electronic form to augment the existing pre-hospital care report form. In addition, all upgrades to the "user" agency personal computers have also been achieved.

The **City of Lake Elsinore** "Lake Elsinore Program for School Pedestrian Safety" was completed in federal fiscal year 1998. The project was designed to enhance school child pedestrian safety. The city selected an engineering consultant to implement the program. With a high level of community involvement and multiple iterations, the city developed "safe routes" brochures with maps (in both English and Spanish) for each of the city's elementary, middle and high schools.

The **County of Santa Clara** "Traffic Data Management Program, Phase II" project is a phase II augmentation of a countywide Geographic Information System (GIS) project previously developed and implemented using an OTS grant (HD9303). The augmentation project has automated and addressed three specific functions. Pavement marking and stripping inventory traffic signal inventory and traffic volume information, and management. The county selected a consultant via a county issued Request for Proposal (RFP). The project is being administered and coordinated by the county staff and progress relative to the established goals and objectives has been steady. The project encountered problems in rectifying the street layout table but the identified problems have been overcome. System testing is underway and the project completion is expected by March 30, 1999.

The **Regents of the University of California** "Safety through Highway Maintenance and Construction Zones" project continues to provide training to public

agency personnel and to private sector contractors in the safest and most effective methods to establish construction and maintenance zones. During federal fiscal year 1998 the program conducted 27 class sessions training 1,160 students. This project continues a nationally recognized training program initiated by the Institute for Transportation Studies (ITS) at the University of California, Berkeley. The two-day training sessions are held throughout the state for public agencies and private companies responsible for performing construction and maintenance work on streets and highways. The primary goal of the program is to improve the safety knowledge of workers and consequently the safety motorists through construction and maintenance zones.

Emergency Medical Services

A total of fifteen EMS projects were initiated during federal fiscal year 1998 and twenty were continued from prior fiscal years.

The EMS program provides training for first responder and Emergency Medical Technician (EMT) personnel, rescue equipment for first responder organizations, communications improvements, funding assistance for the purchase of ambulances, first responder/rescue vehicles, medical equipment and supplies.

In many rural areas there is often insufficient call volume to ensure funding for replacement of outdated and unreliable vehicles and equipment. Also, a large part of the EMS system is made up of volunteers, especially in rural areas. However, traffic collision victims in California can be confident of receiving rapid and appropriate EMS assistance from well trained and well equipped EMS providers no matter where the collision may occur, due in part to continuing financial assistance by OTS. OTS continues to assist local EMS providers in their efforts to ensure that first responders are well equipped and trained to provide the best service available and to guarantee the proper transport of collision victims to treatment

Examples of Emergency Medical Services Grants

In the **Kings County Fire Department** service area, OTS provided funds for two sets of hydraulic rescue tools, an air bag lifting system and accessories. The primary goal attained during federal fiscal year 1998 was an 80 percent reduction in response time, 25 minutes to 5 minutes, on Interstate 5 near Avenal.

The **Atascadero City Fire Department** received OTS funds for the purchase of hydraulic rescue equipment and the development and implementation of a two-day State Fire Marshall certified extrication training program. The primary goal attained during federal fiscal year 1998 was to improve the EMS delivery system in the city of Atascadero and the county of San Luis Obispo through the replacement of outdated and unreliable hydraulic rescue tools and training. More than 100 firefighters were trained and certified in the safe and effective use of hydraulic rescue tools during a two-day program.

Pedestrian and Bicycle Safety

A total of 18 new projects were initiated during this fiscal year and 18 were continued from prior fiscal years.

The 1997 Statewide Integrated Traffic Records System (SWITRS) data reveal that 77 percent of the state's fatal and injury victims are the results of collisions in city jurisdictions. On city roadways, six percent of the total fatal and injury victims were pedestrians while five percent were cyclists.

In 1997, children under the age of 15 accounted for 30.1 percent of pedestrian fatal and injured victims (a decrease of 1.1 percent from last year) and 29 percent of bicycle fatal and injured victims (a decrease of 0.9 percent from last year). Eighty four percent of the cyclists who died in 1997 were not wearing a bicycle helmet at the time of the collision.

The Office of Traffic Safety is focusing its life saving approach on innovative educational programs for elementary, junior high and senior high school students at the community level in order to create a safer behavior among children under 15 years of age.

Enforcement and engineering efforts have also been supported to assist in the development of walkable and bicycle friendly communities. The implementation of court diversion programs for youth cited for violating the bicycle helmet law has increased selective enforcement in several communities throughout the state. Enforcement usually constitutes a follow-up step to comprehensive educational endeavors.

Examples of Pedestrian and Bicycle Safety Grants

The **Alhambra Police Department** "Comprehensive Traffic Safety Program" became operational by conducting nine pedestrian decoy enforcement operations, seven traffic safety rodeos impacting 4,900 students, and 12 DUI/DL checkpoints. Also, as part of this effort, a strong anti DUI public information campaign was initiated in six different languages.

The **Vacaville Police Department** "Comprehensive Pedestrian and Bicycle Safety Program" implemented a poster and essay contest to boost the young population's interest in traffic safety obtaining 359 eligible entries. During the first three months of operation, twenty selective enforcement operations were conducted at 15 local schools and seven traffic safety articles were published in the local newspaper.

The **City of Walnut Creek** "Comprehensive Pedestrian and Bicycle Safety Program" became operational by establishing a community outreach program to educate bicyclists, pedestrians, and drivers on pedestrian and bicycle safety issues. Two innovative court diversion classes were implemented for bicycle helmet law violators. Also, city staff held a bicycle rodeo impacting 40 children and a school assembly for 640 students.

School Bus Safety

In 1997, 18 persons were killed or injured while approaching and/or leaving a school bus in California. Seven of these victims (39 percent) were 5 to 14 years of age, which represents a 6-percentage point decrease from 1996. Over the past 10 years, 244 persons have lost their lives or been injured at school bus loading zones. Forty seven percent of these victims (115) were 5 to 14 years of age.

The Fiscal Year 1995 Department of Transportation Appropriations Act provided funding for Federal Highway Administration (FHWA) highway-related safety programs under 23 U.S.C. 402 to the States. The Conference Committee's report on this appropriation act stated that the total amount recommended included not less than \$300,000 nationally for improving traffic engineering directed toward reducing deaths and injuries occurring in school bus loading/unloading zones. In order to comply with the congressional direction, California was to provide at least 3 percent of its 1995 FHWA 402 funding to this area of concern.

A project to educate the motoring public about safety at school bus loading/unloading zones was recommended at a School Bus Advisory Committee meeting in April 1995 and subsequently pursued by the California Highway Patrol. This project would have provided the funds to purchase signs to be posted on the state's roadways stating, "IT'S THE LAW, STOP WHEN RED LIGHTS FLASH". It was determined that the signs did not meet California standards and requirements and therefore the project was not funded. Subsequent approval was received from the FHWA to pursue a public information campaign that would inform the public of the same safety concerns.

Example of School Bus Safety Grants

The California Highway Patrol "School Bus Safety" project was continued into fiscal year 1998 and ended October 31, 1997. This project provided funds for public information campaign materials and supplies. Fiscal year 1998 activity included distribution of promotional items statewide to increase the public's awareness of the dangers to children in school bus loading/unloading zones.

V. PROGRAM ACCOMPLISHMENTS

PA PROGRAM PLANNING AND ADMINISTRATION

Task 1

Planning and Administrative Program

Performance Measure(s)

To provide the management, supervision and support services for the activities necessary to operate the traffic safety program in the State of California. These activities include, but are not limited to the following:

- # To develop a coordinated HSP/Benchmark Report by August 1, 1998.
- # To provide documentation on qualifications for special funded incentive programs by June 30, 1998.
- # To develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the HSP.
- # To conduct active public awareness and community support programs during the fiscal year 1998.
- # To promote traffic safety legislation in the California Legislature.
- # To develop the Annual Progress Report by January 1, 1998.
- # To utilize all available means for improving and promoting the California traffic safety program.

Attainment

The California Office of Traffic Safety (OTS), Projects PA9801 and PA9802 provided funding for the management, supervision, support services and operating expenses necessary to conduct the California traffic safety program, during fiscal year 1998. During federal fiscal year 1998, OTS program coordinators conducted 112 onsite evaluations, 65 pre-operational reviews, 63 grantee performance reviews, and reviewed and accepted 65 final reports.

AL ALCOHOL AND OTHER DRUGS

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide planning, coordinating, monitoring, auditing, and support services to projects funded under this PSP, by September 30, 1998.

Attainment

Forty-two driving under the influence (DUI) countermeasure projects were active in fiscal year 1998 under PSP 98-AL. Seventeen projects were initiated during fiscal year 1998 and the remaining 25 were continued from prior years. Staff time and expenses incurred by the Office of Traffic Safety (OTS) directly related to the planning, development monitoring, evaluating, and auditing of projects are included in this task. Funds provided were also used to support specific coordination activities such as the California Coalition Against DUI, Annual Traffic Safety Summit, National Drunk and Drugged Driving Week, Teenwork and Legislation. Fiscal year 1998 activity included 10 agency on-sites, 11 pre-operational reviews, 12 grantee performance reviews, and 5 final reports were accepted and approved.

Task 2

DUI Enforcement/Education/Public Information

Performance Measure(s)

- To conduct an "Avoid the 23" media campaign.
- To develop a "Cross-Age Safety Project Manual" by the L.A. County Office of Education.
- To conduct a DUI public awareness campaign for motorcyclists in six selected city areas.
- To implement a countywide DUI Breath Alcohol Enhancement Program in Contra Costa County.
- To implement a DUI warrant service program in Fresno.
- To implement a "DUI Enforcement/Traffic Safety Program" in El Centro using bilingual educational materials.
- To gather data at collision sites to investigate the crash risk of alcohol involved in driving for a NHTSA research project.
- To develop, produce, and distribute four training videos, addressing common alcoholic beverage violations.
- To conduct decoy operations in Davis.
- To conduct stakeout DUI operations in Santa Ana.

- To conduct high school traffic safety programs in Spanish, Asian, and East India languages in the Atwater area.

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AL9801 Porterville Police Department

The “Safe and Sober Streets” project was initiated July 1, 1998 and became operational October 1, 1998. The project provides funds for the purchase of a fully equipped sobriety checkpoint trailer, a fully equipped visible display radar trailer and three PAS devices. Fiscal year 1998 activities included the purchase of equipment and the scheduling of the first quarters checkpoints. The primary goal of this project is to reduce total alcohol involved fatal and injury collisions by 15 percent from the 1996 base year total of 42 to 38 by December 1999.

AL9804 Los Angeles County Sheriff s Department

The “Drunk Driving Intervention Program” project was initiated July 1, 1998, and become operational October 1, 1998. The project is a Drunk Driving Intervention Program that will target three cities, Lynwood, Rosemead and Pico Rivera. The project provides overtime funds for 18 DUI/DL checkpoints, laser mapping unit, promotional items, and travel. Fiscal year 1998 activity included meeting with traffic sergeants and investigators at each city for training and developing evaluation criteria, and equipment was ordered and received.

AL9805 Atwater Police Department

The “Comprehensive Traffic Safety Program” project was initiated July 1, 1998, and become operational October 1, 1998. The project provides funds for a fully equipped sobriety checkpoint trailer, radar trailer, and portable radar units, hand held breath devices, educational materials and travel. Fiscal year 1998 activity included ordering and receiving equipment, and training traffic officers on the operation of speed trailer and hand held radar units.

AL9808 Sebastopol Police Department

The “DUI Enforcement and Education Project” was initiated July 1, 1998, and became operational October 1, 1998. The project provided funds for a DUI Trailer. Fiscal year 1998 activity included ordering equipment and materials for DUI checkpoints.

AL9809 Department of Alcoholic Beverage Control

The "ABC Enforcement Video Project" was initiated July 1, 1998, and became operational October 1, 1998. The project provided funds for producing and distributing four training videos addressing common alcoholic beverage violations. ABC investigative personnel will receive this instructional information for identifying, investigating and reporting common ABC violations. Fiscal year 1998 activity included vendor identification for the video productions.

AL9816 Lompoc Police Department

The "Operation Sober Motorists and Safe Highways (SMASH) Project" was initiated July 1, 1998, and became operational October 1, 1998. The project provides funds for a DUI trailer and educational materials. Fiscal year 1998 activity included ordering equipment and materials for checkpoints.

AL9817 Santa Clara County Sheriff's Office

The "Avoid the 13" project was continued into fiscal year 1998. The project provides funds for printing, banquet hall rental, journalism contest and award. Also, a contractor is funded to coordinate the annual Labor Day weekend and the Christmas and New Year's Driving under the Influence (DUI) media campaign. Thirteen law enforcement agencies participated in the DUI enforcement campaigns. "Reality Check" Sober Graduation event was attended by 40 of the county's 57 high schools. In addition, the police departments conducted 11 sobriety checkpoints resulting in 1,001 vehicles passing through the checkpoints, 732 drivers screened, 14 field sobriety tests, and 6 arrests.

Attainment

Twenty-two projects were active under this task in fiscal year 1998.

410**AL9803 Downey Police Department**

The "Downey Traffic Offender Program" project was initiated July 1, 1998, and became operational October 1, 1998. The project provides overtime funds for 24 DUI/DL checkpoints, laptop computer, printer, vehicle radio modem, DUI/DL signs, educational materials, printing, and travel. Fiscal year 1998 activity included a press release and impound training for officers. In addition, the police department conducted three DUI/DL checkpoints resulting in 7,447 vehicles passing through the checkpoints, 7,336 drivers screened, 14 DUI arrests, and 143 impounds.

AL9701 Alameda Police Department

The "DUI Education and Enforcement Program" was initiated October 1, 1996 and became operational January 1, 1997. This project provided funds for personnel, two fully equipped police motorcycles, and educational materials. This project strives to reduce alcohol/drug involved fatal and injury collisions through a DUI education program targeting high school students, alcohol servers, and the general public. Fiscal year 1998 activity included 226 DUI patrols resulting in 322 DUI arrests, and six sobriety checkpoints resulting in 4,351 vehicles passing through the checkpoints, 1,564 drivers screened, 67 field sobriety tests administered, and 15 DUI arrests.

AL9702 Davis Police Department

The "Comprehensive Traffic Safety Program" was continued into fiscal year 1998, and ended December 31, 1997. This project provided funds for personnel, travel, equipment, educational materials, postage, and printing. Fiscal year 1998 activity included an impound program, decoy operations, safety presentations, and bicycle activities. During fiscal year 1998, the city's nighttime collisions were reduced 50 percent (8 vs. 4).

AL9707 Long Beach Police Department

The "Alcohol Involved Traffic Collision Correlation Study" project was continued into fiscal year 1998, and ended April 30, 1998. This project provided funds for personnel, travel, and computers. This project assists the Southern California Research Institute and NHTSA with a research project to investigate the crash risk of alcohol involved driving by gathering data at collision sites. Fiscal year 1998 activity included responding to and investigating 1,029 collisions, averaging two hours per collision; and saving 2,058 hours of patrol time which would have been necessary for investigation and reporting these collisions. Use of the on-site computers saved anywhere from 15 minutes to several hours for filing reports.

AL9709 Oxnard Police Department

The "Regional Roadside Sobriety Checkpoint" project was continued into fiscal year 1998. This project provided funds for personnel, travel, contractual services, equipment, printing, and educational materials. In conjunction with Port Hueneme Police Department and Ventura County Department of Health and Drug and Alcohol Programs, fiscal year 1998 activity included public information campaigns, DUI training, increased enforcement of DUI and restraint laws, and establishment of a DUI coalition. In addition, the police department conducted 25 sobriety checkpoints resulting in 21,590 vehicles passing through the checkpoint, 20,092 drivers screened, 109 field sobriety tests and 59 DUI arrests. During fiscal year 1998, the city's speed related and alcohol involved collisions were reduced one percent (272 vs. 269) and 41 percent (109 vs. 64) respectively.

AL9715 Santa Ana Police Department

The "DUI Warrant Service Program" continued into fiscal year 1998. This project provided funds for personnel, travel, PAS devices, radar units, educational materials. Fiscal year 1998 activity included a public awareness

campaign, educational presentations and officer DUI training. In addition the police department conducted three sobriety checkpoints resulting in 2,440 vehicles passing through the checkpoints, 1,062 drivers screened, 39 field sobriety tests, and 10 DUI arrests. During fiscal year 1998, the city's total fatal & injury and collisions were reduced 23 percent (1,564 vs. 1,203) and 51 percent (177 vs. 87) respectively.

AL9716 Contra Costa County Sheriff's Department

The "County Wide DUI Breath Alcohol Enhancement Program" was continued into fiscal year 1998. This project provided funds to purchase breath testing equipment, contractual services, computer hardware, software and personnel. Fiscal year 1998 activity included testing and evaluating breath-testing instruments. Training protocols were developed and completed, the procedures will be submitted to the Department of Health Services for final approval. The Contra Costa County Sheriff's Department plans to increase the availability of breath testing instruments by 50 percent in the county.

AL9717 El Centro Police Department

The "DUI Enforcement/Traffic Safety Program" was continued into fiscal year 1998. This project provided funds for DUI enforcement and checkpoint overtime, PAS devices, educational materials in English and Spanish, bicycle rodeo equipment, a radar unit, and laptop computers. Fiscal year 1998 activity included conducting 51 DUI/traffic safety presentations to 2,349 attendees, deployment of the display radar trailer 70 times at locations with high speed related collisions, and 7 bicycle rodeos with 2,839 participants. In addition, the police department conducted 9 sobriety checkpoints resulting in 4,591 vehicles passed through the checkpoints 3,839 screened, 35 field sobriety tests, and 12 DUI arrests. During fiscal year 1998, the city's speed related fatal and injury collisions were reduced 100 percent (28 vs. 0).

AL9718 Fresno Police Department

The "Reduce Incidents of Drunk Driving (RIDD) Project" was continued until fiscal year 1998, and ended December 31, 1997. This project provided funds for DUI enforcement and checkpoint overtime, PAS devices, contractual services (phlebotomist), and educational materials. Fiscal year 1998 activity included conducting 2 sobriety checkpoints resulting in 6,527 vehicles pass through the checkpoints, 1,338 drivers screened, 32-field sobriety test, and 12 DUI arrests. An information booth was set up and staffed at the Fresno District Fair. The display consisted of Police Department motorcycles, Drunk Driving Trailer, brochures, and photographs of alcohol-involved collisions. Over the two- week course of the fair, thousands of people stopped to pick up brochures and visit the display. During fiscal year 1998, the city's hit & run and total fatal & injury collisions were reduced 8 percent (63 vs. 58) and 6 percent (573 vs. 540).

AL9719 Fullerton Police Department

The "DUI Enforcement and Education Project" was continued into fiscal year 1998, and ended December 31, 1997. The project provides funds for eight Preliminary Alcohol Screening (PAS) devices and educational materials. Fiscal year 1998 activity included conducting 3 sobriety checkpoints, resulting in 2,407 drivers screened 66 field sobriety tests, and 6 DUI arrests.

AL9722 City Of Norwalk

The "DUI Enforcement and Education Program" was continued into fiscal year 1998. The project provided funds for personnel, contractual services, checkpoint equipment and educational materials. Fiscal activity included conducting 9 sobriety checkpoints, resulting in 11,756 vehicles passing through the checkpoints, 5,196 drivers screened, 70 field sobriety tests, and 38 DUI arrests. During fiscal year 1998, the city's hit and run and speed related collisions increased 59 percent (71 vs. 42) and 43 percent (42 vs. 18) respectively.

AL9724 California Highway Patrol

The "Sobriety Checkpoints and Roving Enforcement (SCARE)" project was continued into fiscal year 1998. This project provided funds for overtime for 250 sobriety checkpoints, DUI roving patrol operations, software upgrade and PAS device maintenance. Fiscal 1998 activity included signing and approving an interagency agreement between the CHP and Department of Justice (DOJ). DOJ completed the software upgrade on all of the Department's Alco Sensor IV (green dot software version) PAS devices. DUI task force operations conducted 531 DUI task force operations resulting in 294,942 vehicles screened conducted 6,750 field sobriety tests, and 1,735 DUI arrests.

AL9725 Perris Police Department

The “Traffic Safety Education and Enforcement Program” was continued into fiscal year 1998, and ended December 31, 1997. This project provided funds for personnel, travel, speed trailer, computer, educational materials and printing. Fiscal year 1998 activity included roll call training for officers, increased enforcement, roving patrols, and school educational presentations. In addition, the police department conducted one sobriety checkpoints resulting in 950 vehicles passing through the checkpoints, 322 drivers screened, 35 field sobriety tests, and 5 DUI arrests. During fiscal year 1998, the city’s speed related and total fatal and injury collisions were reduced 25 percent (4 vs. 3) and 34 percent (44 vs. 29) respectively.

AL9727 Cathedral City Police Department

The “Traffic Enforcement and Education” program was continued into fiscal year 1998. This project provided funds for personnel, travel, speed trailer, radar unit, and educational materials. Fiscal year 1998 activity included a public information campaign, school and public safety presentations, and deployment of the speed trailer 106 times near school locations and other trouble spots in the city. In addition, the police department conducted 7 sobriety checkpoints resulting in 3,490 vehicles passing through the checkpoints, and 36 DUI arrests, 3,351 drivers screened and 86 field sobriety tests administered. During fiscal year 1998, the city’s speed related and total fatal & injury collisions were reduced 48 percent (31 vs. 16) and 13 percent (96 vs. 84) respectively.

AL9813 Millbrae Police Department

The “Avoid the 23 DUI Campaign” project was continued into fiscal year 1998. The project provides funds for press kits/reports, awards luncheon room rental, incentives, printing, and contractual services to coordinate the annual Labor Day weekend, and Christmas/New Year’s Driving Under the Influence (DUI) media campaign for increased DUI enforcement by 23 law enforcement agencies. In addition, the police departments conducted 8 DUI/DL checkpoints resulting in 2,462 vehicles passing through the checkpoints, 2,210 drivers screened, 34 field sobriety tests, and 10 arrests.

Task 3**Prevention/Intervention****Performance Measure(s)**

- To create a clearinghouse of information on RBS program standards and expansion of training services availability.

Attainment

One project was active under this task in fiscal year 1998.

402**AL9815 Department Of Motor Vehicles**

The "Traffic Safety Education and Public Information Campaign Project" was initiated July 1, 1998. The project provided funds for production and distribution of educational and audio/visual materials for first time drivers, illiterate persons, non-English speaking people, hearing impaired, and senior drivers. Fiscal year 1998 activity included vendor identification for video production, and developing distribution lists.

Task 4**College and Younger Age Youth Programs****Performance Measure(s)**

- To develop traffic safety exhibits at the new California Science Center in Los Angeles County.
- To implement a comprehensive DUI/BUI program on the University of California, Los Angeles campus.
- To develop a comprehensive teen traffic safety program in Stanislaus County.
- To establish FNL Kids Chapters and implement related activities in Fresno County.
- To develop a "Teenage Impaired Driver Program" in Riverside County.
- To implement a "Youthful Visitation Program in Sacramento County.
- To develop a teen DUI program "Sobriety Training for at Risk" in San Luis Obispo County.
- To develop a 40-minute multi-media MADD sponsored presentation "Take the Lead" program to high schools and community colleges statewide.
- To conduct thirty statewide high schools "Every 15 Minutes" programs.
- To develop and produce a Spanish version of Teen Talk Show in Stanislaus County.

Attainment

Nine projects were active under this task in fiscal year 1998.

402YA

AL9507 County of Stanislaus

Initiated in fiscal year 1995, the "Young and the Reckless" project continued into fiscal year 1998 and ended October 30, 1998. This project provided funds for personnel, staff travel, artwork and materials. Fiscal year 1998 activity included developing and producing a Spanish version of the Teen TV Talk Show. The Pre/Post test results from the A.U.T.O. (Avoiding Unnecessary Traffic Offenses) a diversion class for first time speeding violators (ages 15-19) showed an average of 45 percent increase in knowledge in traffic laws.

AL9518 County of Los Angeles Office of Education

The "Los Angeles County Cross-Age Safety Project" was initiated in fiscal year 1995 and ended April 30, 1998. This project provided funds for personnel, travel, educational materials, office supplies and expenses, reprographics, transportation, stipends for teachers and students, training, van rental, five computers and printers, and sound equipment. During fiscal year 1997, activity included the preparation of the Cross-Age Safety Project Manual, a summer "Bike Camp" training for youngsters to learn stunt riding and general bicycle safety, monthly Club Live Dances to reach teenage students with a positive message about the non-use of alcohol, tobacco and other drugs, a Kick-Off event on March 7, orientations meetings for students on traffic safety, and assemblies and noon rallies to keep the prevention message to keep the student population off alcohol and drugs.

AL9704 Fresno County

The "Friday Night Live – Safe Kids" project was continued into fiscal year 1998. This project provided funds through contractual services for personnel, travel expenses, to develop a training video, education materials, and printing. Fiscal year 1998 activity 26 presentations alternative activities impacting 3,551 students, focusing on traffic safety and the prevention of alcohol and other drug problems. The programs utilize assemblies, FNL Kids Chapters, parent/community support, advisor training, classroom activities, and countywide alternative activities to promote health lifestyle choices. The goal is to enhance the safety of Fresno County children by reducing their involvement with alcohol and other drugs and thereby decreasing deaths and injuries from alcohol-involved collisions, and to increase seat belt and bicycle helmet usage.

AL9710 Riverside County

The "Teenage Impaired Driver" program was continued into fiscal year 1998. This project provided funds for personnel travel and program materials. Fiscal year 1998 activity included networking with court, probation, health and law enforcement personnel regarding 148 youth referrals who participated in the program.

AL9713 Sacramento County Courts

The "Sacramento Youthful Visitation Program" was continued into fiscal year 1998. This project provided funds for personnel, travel, contractual services, computer equipment, and program operational and educational supplies. Primary goal attained in fiscal year 1998 included increasing awareness among young people of the consequences of drinking alcohol and using drugs and the effect it has on their ability to drive safely. Fiscal year 1998 activity included coordinating 353 visitations with trauma centers and the Coroner's Office Victim Impact Panel for 53 DUI offenders. Twenty-four educational presentations were conducted at middle and senior high schools impacting 792 students.

AL9714 San Luis Obispo County

The "STAR (Sobriety Training for At Risk) Car Program" was continued into fiscal year 1998. This project provided funds for personnel, travel, educational materials, operating supplies, and video and computer equipment. Fiscal year 1998 activity included 76 alcohol educational presentations for 3,206 students, a media campaign, 25 alternative activities impacting 6,712 youth, 16 RBS training's, and pro-active community involvement.

AL9723 California Museum of Science and Industry

The "A Traffic Safety Education Program" project was initiated October 1, 1996, became operational January 1997 and was continued into fiscal year 1998. The project provides funds for traffic safety exhibits at the new California Science Center in Los Angeles County and for a bicycle safety education program. Fiscal year 1998 activity included the final development of hands-on exhibits titled, *Transportation*, *Safety Impact Test*, *Seat Belt Safety*, *Crash Dummies*, *A Bicycle Case Study*, and *Health Focus: Drinking and Driving*. In addition, the project conducted 12 bicycle training programs attended by more than 1,200 kids and their parents and 2 fun rides attended by more than 1,000 kids and their parents. The primary goal attained in fiscal year 1998 was to enlighten children, parents, and the public on the importance of traffic safety and injury prevention. Since February 1998, more than 1.5 million children and their parents have visited the Science Center.

AL9820 California Highway Patrol

The "Take The Lead" program became operational July 1, 1998. The project provides funds for travel and contractual services. "Take The Lead" is a 40-minute multi-media presentation viewed on three 10 by 43-foot screens combining the imagery of slides, motion pictures, and stereo sound. The primary goal of this project is to conduct, in conjunction with MADD, the Motivational Media program to a minimum of 600 high schools and/or community colleges; to involve 450,000 individuals or approximately 27 percent, of California's total population in the age group 15 through 18, in presentations. Posters, pamphlets and curriculum booklets will be developed and distributed to each participating school. Fiscal year 1998 activity included preparing a sole source contract agreement between California Highway Patrol (CHP) and Mothers Against Drunk Driving (MADD).

410**AL9818 Alcoholic Beverage Control**

The "Every 15 Minutes Project" was initiated December 1, 1998. The project provides funds for three coordinators, mini grants, and educational materials. Fiscal year 1998 activities provided for development and distribution of procedural manual and training tape. Fifteen "Every 15 Minutes" programs were held throughout California, impacting 25,000 students.

**Task 5
Judicial Support****Performance Measure(s)**

- To present three 3-day courses of "Courtroom Presentation of Evidence" for forensic laboratory and law enforcement court witnesses, and also DUI Impairment Interpretation Training.
- To conduct a Traffic Adjudication Workshop for judicial personnel statewide.

Attainment

Two projects were active under this task in fiscal year 1998.

AL9810 Department of Justice

The "Testimony and DUI Impairment Training Project" was initiated January 1, 1998. The project provides funds for training materials, and subcontractors to conduct the training classes. Fiscal year 1998 activity included one Blood Alcohol Driving Impairment class conducted for 62 participants. The course conforms to Title 17 of the California Code of Regulations, and meets the requirements of the California Department of Health Services to certify the students as Forensic Alcohol Supervisors in their laboratories.

AL9811 Judicial Council of California

The "Traffic Adjudication Workshop" project was initiated July 1, 1998. The project provides funds for attendees' travel, workshop materials, meeting rooms, and speakers. Fiscal year 1998 activity included planning committee selections and meetings to develop the workshop agenda.

Task 6**Management Information Systems/Evaluations****Performance Measure(s)**

- To purchase a gas chromatograph/mass spectrometer, and establish autopsy and toxicology protocols in fatal drug collisions.
- To evaluate the effectiveness of ignition interlock use in reducing DUI recidivism.
- To establish a state-of-the-art Department of Justice computer network to electronically share laboratory information.
- To update and expand the DMV DUI/MIS to provide a data and monitoring system having faster response time than is currently available.

Attainment

Four projects were active under this task in fiscal year 1998.

AL9712 Sacramento County

The "Drug Involvement in Motor Vehicle Collision Fatalities" project was continued into fiscal year 1998. This project, run by the Laboratory of Forensic Services of the County District Attorney's Office, provided funds to purchase drug testing equipment and operational supplies. Fiscal year 1998 activity included the purchase of a gas chromatograph/mass spectrometer, and establishing autopsy and toxicology protocols.

AL9721 Department of Motor Vehicles

Initiated in fiscal year 1996, the "Court Notification" project was continued into fiscal year 1998 and ended February 1998. The project provided funds for an

analyst to conduct a survey of courts throughout the state to assess their willingness to implement a court notification system for DUI offenders who recidivate. Fiscal year 1998 activity included the completion of a feasibility study that determined the costs and procedures necessary to successfully identify repeat offenders who are under court probation, and the courts interest and willingness to utilized the system.

AL9807 Department of Motor Vehicles

The “Administrative Per Se/Zero Tolerance Integrated Paperless Processing System” project was initiated July 1, 1998. The project provided funds for consultant fees for a feasibility study and general system design for a statewide paperless system to receive, process, and store admin per se (APS) and zero tolerance documents electronically. Fiscal year 1998 activity included vendor identification.

AL9814 Department of Motor Vehicles

The “Evaluation of the Efficacy of Ignition Interlock in California” project was initiated July 1, 1998. The project provided funds for personnel, travel and computer equipment. Fiscal year 1998 activity included setting up the appropriate mechanisms for monitoring the ignition interlock procedures.

Task 7
Testing Equipment

Performance Measure(s)

- To develop and purchase 6 Prototype Preliminary Alcohol Screening (PAS) devices that decreases the amount of time processing a DUI arrest.
- To purchase 90 PAS devices and distribute them statewide to ABC investigators to be used to enforce drinking laws by drivers, especially under the age of 21.
- To purchase 20 PAS devices and 3 calibration units to be placed in two counties within the DOJ service area.

Attainment

Three projects were active under this task in fiscal year 1998.

AL9726 Department of Justice

Initiated in fiscal year 1996, the “Hand-Held Evidential Breath Alcohol Test System” project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for the development and purchase of six Prototype Preliminary Alcohol Screening (PAS) devices to be used for evidential testing on location at a traffic stop. Fiscal year activity included the testing and purchase of the devices. The primary goal attained in fiscal year 1998 was the development of a prototype evidential PAS device that would allow officers to devote more time to making DUI arrests by decreasing the time it takes to process the DUI arrest subject.

AL9729 Department of Alcoholic Beverage Control

The “Preliminary Alcohol Screening Devices” was continued into fiscal year 1998, and ended October 31, 1997. This project provided funds to purchase 90 PAS devices to be used to enforce drinking laws, including those persons under the age of 21. Fiscal year 1998 included the distribution of the PAS devices to 27 ABC offices statewide and training sessions conducted for the investigator using the devices.

AL9802 Department of Justice

The “Evidential PAS Device Program” project was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for the purchase of twenty Prototype Preliminary Alcohol Screening (PAS) devices and three calibration units to be placed in two counties within the DOJ service area. Fiscal year 1998 activity included the purchase of the devices. The primary goal of this project is to qualify the new hand-held evidential PAS device as a full evidential instrument for statewide deployment.

Task 8**Statewide Public Information and Education Campaigns****Performance Measure(s)**

- To develop and conduct an underage drinking and driving prevention and awareness campaign.
- To develop and print four posters and develop and produce three PSA's.

Attainment

One project and two standard agreements were active under this task in fiscal year 1998.

AL9730 Department of Justice

The "Underage Anti-Drinking and Driving Statewide Public Awareness Campaign" became operational September 1, 1997. This project provided funds for personnel, contractual services for media production and a graphic workstation. Fiscal year 1998 activity included development and production of three PSA's (public service announcements), CHP will be distributing the PSA's to various broadcast stations throughout the state. Additionally, four posters were designed and printed and distributed to high schools statewide.

Contract No. 95-00040 Thematic Public Awareness Campaign

Deen & Black Public Relations implemented the following activities on behalf of the Office of Traffic Safety (OTS) between September 30, 1997 and October 1, 1998. Activities for the "Check Yourself...Never Drink and Drive" campaign included overseeing the coordination of three community forums in October 1997, the creation of a recommendation report based on the forums and a statewide mailing of the recommendation report to policy makers, community leaders, traffic safety advocates, the media and other interested parties. In addition, the firm coordinated the "Teens on Track '98" event in conjunction with the National High Schools Car Club Association (NHSCCA) in September 1998 and during the same time period distributed over 1,300 educational packets statewide to youth organizations, recreation centers and schools, containing "Check Yourself" collateral materials.

The contractor was responsible for overseeing the coordination of five regional statewide "Lights on for Life" news conferences in California's Drunk and Drugged Driving (3D) Prevention Month campaign which resulted in a widespread media coverage, the involvement of hundreds of community groups and the participation of thousands of law enforcement agencies statewide.

Deen & Black continued partnership efforts with all 17 professional sports teams across California. Three traffic safety days were coordinated and dozens of scoreboard messages and stadium announcements ran. The firm also oversaw two sectional meetings for the California Coalition Against Driving Under the Influence (CADUI) and produced four editions of the CADUI newsletter.

In addition, the firm updated the OTS' web site quarterly, attained \$2,500 in corporate partnership for Law Enforcement Day at the State Fair and prepared for the OTS Summit.

Contract No. 95-00041 California State Traffic Safety Campaigns

The contractor, Manning, Selvage & Lee, developed and coordinated the OTS generic campaign activities from September 30, 1997 through October 1, 1998. Activities included the development and implementation of strategic private-sector partnerships designed to bring important traffic safety information directly to California. A partnership with 250 Bay Area McDonald's restaurants debuted with a bicycle rodeo conducted by an OTS grantee and included the OTS logo and bicycle safety tips on McDonald's tray liners in celebration of McDonald's "Family Safety Month". OTS joined L.A. Cellular and the Department of Motor Vehicles (DMV) to create a brochure addressing the proper use of child safety restraint devices, safety belts and safer use of cell phones while traveling in motor vehicles. Brochures were distributed in all 48 L.A. Cellular stores and DMV field offices in Southern California. Over 30,000 brochures were distributed and media relations' efforts resulted in over 860,000 California consumer impressions. OTS also partnered with the California State Automobile Association and the Auto Club of Southern California (AAA) to educate members about the new Graduated Licensing Law. The resulting brochure, featuring the OTS logo, was distributed to over 100,000 California through AAA regional offices.

Support efforts on behalf of OTS Summit '98 resulted in partnership with Mitsubishi Motors of America, Inc., Anheuser-Busch, the Automobile Club of Southern California, Farmers Insurance Group, AirTouch, L.A. Cellular, Nissan, Arco, USAA Insurance and 3M Traffic Controls Division. Additional community outreach efforts included the development, production and distribution of a winter safe driving radio news release garnering over one million audience impressions as well as outreach efforts to the private-sector, traffic safety advocates and professionals, law enforcement and judicial officials at public speaking engagements, media events and conferences.

PT TRAFFIC ENFORCEMENT AND ADJUDICATION

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide planning, coordination, monitoring, evaluating, and auditing services for projects funded under this PSP, through September 30, 1998.

Attainment

Ninety-eight projects were active under PSP 98-PT in fiscal year 1998. Thirty-nine projects were initiated during fiscal year 1998 and the remaining 59 were continued from prior years. Activity included 52 on-site assessments, 26 pre-operational reviews, 13 grantee performance reviews, and 25 final reports were accepted.

Task 2

Selective Traffic Enforcement and Education Program (STEEP)

Performance Measure(s)

To complete a PTS "Blueprint" assessment of each project. To reduce total traffic collisions, alcohol involved collisions, speed related collisions and to increase occupant restraint and bicycle helmet compliance. To conduct frequent DUI/drivers license checkpoints; to increase hazardous citations; and to conduct public information and education programs.

Attainment

A total of 10 projects were active under this task during fiscal year 1998. Of the 10 projects, eight were continued from prior fiscal years.

PROJECT NUMBER	GRANTEE
PT9701	Azusa
PT9702	Brentwood
PT9708	Hayward
PT9719	Paramount
PT9722	Pleasant Hill
PT9724	Sacramento County
PT9730	Santa Maria
PT9745	Yuba City
PT9826	Citrus Heights
PT9839	Suisun City

FY 1998 Goals	Base Year	1998	Change
Total Fatal and Injury Collisions	2,693	2,496	-7%
Total Speed-Related F&I Collisions	902	1,001	11%
Total Alcohol-Involved F&I Collisions	264	216	-18%
Total Hit-and-Run F&I Collisions	239	168	-30%
Total Nighttime F&I Collisions	318	196	-38%
Total Pedestrian F&I Collisions	114	106	-7%
Total Pedestrian Under 15 Years Old F&I Collisions	70	63	-10%
Average Seat Belt Compliance	74%	89%	+ 15 percentage points
Average Child Restraint Compliance	73%	88%	+ 15 percentage points
Bicycle Helmet Compliance	54%	82%	+ 28 percentage points

FY 1998 OBJECTIVES	BASE YEAR	1998	CHANGE
Total Hazardous Citations	18,631	38,094	104%
Total Seat Belt Citations	1,231	6,464	425%
Total Child Seat Citations	76	1,232	1,521%
Bicycle Rodeos		18	
Children Participating in Bicycle Rodeos		2,344	
DUI/Drivers License Checkpoints		41	
Vehicles Through the Checkpoints		28,252	
Drivers Screened		17,159	
Field Sobriety Tests		121	
DUI Arrests at Checkpoints		42	
Confiscated Weapons		97	
Narcotics Arrests		45	
Stolen Vehicles Recovered		39	
Felony Warrant Arrests		22	
Speed Trailer Deployments		522	
Number of Vehicles Passing Speed Trailers		268,721	
Educational Presentations		201	
Students Attending Presentations		30,032	
Civic and Community Presentations		44	
Citizens Attending Civic Presentations		21,313	
Total Vehicles Impounded		1,042	
CVC 14601 Impounds		562	
CVC 12500 Impounds		59	
Total DUI Arrest		1,042	
Press Releases Disseminated		42	

Task 3

Statewide Activities

Performance Measure(s)

To conduct various activities which will result in the reduction of collisions with a primary collision factor of speed, on two-lane, 55-MPH rural state routes, and to increase occupant restraint compliance.

Attainment

A total of 13 projects were active under this task during fiscal year 1998. Of the 13 active projects, nine continued from prior year funding and four were initiated in fiscal year 1998.

PT9518 - California Highway Patrol

The Golden Gate and Valley Division's "California Highway Patrol Network (CHPNet)" project was initiated October 1 1994, and was continued into fiscal year 1998. This project provided funds for personnel, and the purchase and installation of 374 laptop/Mobile Digital Computer docking stations in patrol vehicles. One hundred seven additional laptop computers have also been approved. The project has achieved full deployment of the diagramming phase and collision review portion of the C*STARS system. The objective to train both uniformed and non-uniformed staff of eleven Golden Gate Divisions and seven Valley Divisions has been completed.

PT9604 California Highway Patrol

The "Corridor Safety Project, Phase III", initiated May 1, 1996, was continued into fiscal year 1998 and ended March 31, 1998. The project provides funds for an Associate Transportation Planner to act as the project coordinator, overtime for CHP enforcement and support personnel, in and out of state travel, Teale Data Center contractual services, support equipment, and awareness materials. Project activities included identifying factors contributing to traffic safety problems on the corridor, developing and publishing a "Corridor Safety Action Plan" addressing the traffic safety issues, and implementing solutions to these traffic safety problems. Results of project activities included a 75 percent reduction in fatal collisions (1); a 28 percent reduction in injury collisions (29) and a 26 percent reduction in the number of people injured (58).

PT9607 California Highway Patrol

Initiated in fiscal year 1996, the "Sacramento County Traffic Collision Reduction Effort" project was continued into fiscal year 1998, and ended June 30, 1998. This project provided funds for overtime of personnel. Enforcement efforts focused on PCF violations and DUI enforcement throughout the county. There was a 9 percent reduction of fatal and injury collisions, exceeding the goal of 2.5 percent and 18 percent reduction of DUI PCF collisions, exceeding the project goal of 2.5 percent.

PT9738 California Highway Patrol

Initiated in fiscal year 1996, the "Speed Compliance and Occupant Restraint

Enforcement IV (SCORE IV)" project was continued into fiscal year 1998, and ended March 31, 1998. This project provided funds for overtime for personnel to maintain maximum enforcement on the state's roadways for speed and occupant restraint violations, and to conduct occupant restraint and child safety seat surveys. Occupant restraint surveys showed a 2.1 percent increase in occupant restraint usage from 86.6 percent to 88.7 percent.

PT9739 California Highway Patrol

Initiated in fiscal year 1997, the "Corridor Safety Project (PHASE IV)" project was continued into fiscal year 1998. This project provides funds for personnel, allied agency contracts, and printing costs. The overall goal of this project is to reduce fatal and injury collisions on a selective corridor. State route 12 from Interstate 80 in Solano County to State Route 88 in San Joaquin County has been selected as the corridor with traffic safety problems.

PT9740 California Highway Patrol

Initiated in fiscal year 1997, the "Northern S.T.A.R. (Strategically Targeted Accident Reduction)" project was continued into fiscal year 1998. This project provides for personnel overtime, travel contractual services, and public information materials and equipment. Fiscal Year 1998 activities included Public Affairs Officers developing and releasing three Public Service Announcements, *School Bus Flashing Lights*, *Safe Driving Habits*, and *Safety Belt Use*. During the project activity phase, Northern Division reported a 22.1 percent reduction in fatal collisions.

PT9742 - California Highway Patrol

The Central Division's "Avoid the Hook" project was initiated October 1, 1996 and became operational April 1, 1997. The project continued into fiscal year 1998. This project provides funds for personnel, printing, and production costs. Fiscal year 1998 activities include a post-activity survey to determine the percentage of individuals aware of the vehicle impound laws. Survey results indicate that of those surveyed, 9 percent were not aware that their vehicle could be impounded for up to 30 days for driving without a valid license and 30 percent did not know that vehicles could be forfeited for driving without a valid driver's license under certain conditions. There were 62 "Avoid the Hook" presentations during the year informing the public on vehicle impound laws.

PT9757 - California Highway Patrol

The "State Route 126 Traffic Safety Corridor Project", was initiated February 1, 1997. The project provides funds for personnel overtime, public information materials, aircraft operating expenses, and equipment. Project activities include a public awareness campaign. The project goal is to reduce fatal and injury collisions on SR 126 by 25 percent. Fiscal year 1998 activities included changes in the construction zone, enhanced enforcement, and a public education and awareness campaign. Fiscal year 1998 fatal

collisions on SR 126 are down more than 200 percent and injury collisions have dropped 30 percent.

PT9760 - California Highway Patrol

The "State Route 12 and 116 Corridor Safety Project" was initiated September 1, 1997. The project provides funds for CHP and allied agency enforcement overtime, and print and promotional materials for a public awareness campaign. Fiscal year 1998 activities included developing a draft "Safety Action Plan", which identified 32 traffic safety problem areas. Solutions to these identified problems have been implemented.

PT9846 - California Highway Patrol

The "Collision Reduction and Statewide Highway Enforcement Strategies (CRASHES)" project was initiated September 1, 1998, the current CHP "Collision Reduction and Statewide Highway Enforcement Strategies (CRASHES)" project is planned to continue into fiscal year 1999. The project provides funds for personnel overtime, 500 traffic radar systems and operational cost for CHP's fixed wing airplane. Activities include enforcement of the most common Primary Collision Factor's (PCF's). These PCFs and California's safety belt and child seat laws will be enforced on selected CHP jurisdiction roadways where the collision/victim rate is greater than the statewide average. The project objectives will identify enforcement sites through a process similar to the corridor projects, provide a statistical ranking of road segments, provide 5,250 four-hour enforcement shifts to enforcement of the most common PCFs, and deploy 500 Police Traffic Radar Systems (PTRS) by December 31, 1998. The overall goal of the project is to reduce targeted PCF traffic collisions by five percent from their previous three-year average by December 31, 1998.

PT9847 - California Highway Patrol

The "Supplemental Traffic Enforcement on County Roads in California Highway Patrol Jurisdiction" project was initiated October 1, 1997, and is planned to continue into fiscal year 1999. The project provides personnel overtime to conduct a traffic safety effort focusing exclusively on county roads and the top five identified primary collision factors. Project objectives include the distribution of 58,220 hours of enforcement overtime exclusively on county roads, based on the percentage of reportable collisions and the top five identified primary collision factors. Objectives also include a public awareness campaign, distribution of promotional materials and participation in community-based child passenger safety, buckle up and sober graduation programs. The primary

goal of the project is to reduce reportable collisions on county roads in CHP jurisdiction by ten percent from a three-year base year. A total of 9,100 officer, 1,007 sergeant, 200 communications operator and 200 clerical overtime hours were made available for use during the year.

PT9848 - California Highway Patrol

The "Corridor Safety Project Phase V" was initiated September 1, 1998, and will continue into fiscal year 1999. The project provides funds for personnel overtime, travel expenses, allied agency contracts, computer and educational materials. The project objectives include selecting a corridor based on data identifying it as having a disproportionate number of traffic collisions, convening a task force, developing a *Safety Action Plan*, and implementing at least two of the recommendations formulated, by December 31, 1999. The overall goal is to reduce fatal and injury collisions on the selected corridor. No operational activity was conducted in fiscal year 1998.

PT9850 California Highway Patrol

The "State Route 166 Traffic Safety Corridor" project was initiated July 1, 1998, and will become operational October 1, 1998. The project will fund contractual services of two allied agencies along the corridor for support towards issues affecting traffic safety. In addition, the project will fund a task force with printing and promotional materials associated with a public information and education campaign. The main goal of the project is to reduce traffic collisions on the corridor by ten percent. The objectives of the project are to convene a task force, which shall meet at least four times during the project period. The task force will identify at least four factors contributing to the traffic safety problem and formulate short and long-term solutions, develop and publish a *Safety Action Plan*, and implement two of the identified potential solutions by the end of the project.

Project Number	Project
PT9518	CHP Network
PT9604	Corridor Safety Project Phase III
PT9607	Sacramento County Traffic Collision Reduction Effort (ICE)
PT9738	Speed Compliance and Occupant Restraint Enforcement IV (SCORE IV)
PT9739	Corridor Safety Program (PHASE IV)
PT9740	Northern S.T.A.R. (Strategically Targeted Accident Reduction)
PT9742	Central Division's "Avoid the Hook"
PT9757	SR 126 Traffic Safety Corridor
PT9760	SR 12 and 116 Corridor Safety Project
PT9846	Collision Reduction and Statewide Highway Enforcement Strategies Planned
PT9847	Supplemental Traffic Enforcement on County Roads in CHP Jurisdiction Planned
PT9848	Corridor Safety Project V Planned
PT9850	SR 166 Traffic Safety Corridor Project

Task 4
Engineering/Enforcement Team

PT9601 University of California, Berkeley

No administrative activities or engineering evaluations were conducted on this project in fiscal year 1998. Project was cancelled in April 1998.

Task 5
Local Law Enforcement Programs

No projects were funded in fiscal year 1998 or continued from fiscal year 1997.

Task 6
Local Law Enforcement Enhancement Programs

Performance Measure(s)

To provide local law enforcement agencies information, technical assistance, limited overtime, and equipment to conduct speed control programs, frequent sobriety checkpoints, occupant restraint enforcement, bicycle rodeos and traffic education programs.

Attainment

A total of 56 projects were active under this task in fiscal year 1998. Of the 56 projects, 29 were continued from prior fiscal years.

Project Numbers	Grantees
PT9704	Corona
PT9705	Fountain Valley
PT9706	Grass Valley
PT9707	Hawaiian Gardens
PT9709	Hermosa Beach
PT9710	Jackson
PT9711	Livingston
PT9712	Maricopa
PT9715	Montebello
PT9716	National City
PT9717	Oceanside
PT9718	Ojai
PT9721	Placerville
PT9723	Pleasanton
PT9725	San Bernardino Sheriff's Dept.
PT9726	San Bruno
PT9728	San Mateo
PT9729	Sanger
PT9731	Siskiyou County
PT9732	South San Francisco
PT9736	Waterford
PT9737	West Covina
PT9743	Newman
PT9744	Palm Springs
PT9747	Huntington Beach
PT9748	Rancho Mirage (Riverside Co. Sheriff's Dept.)
PT9750	Orland
PT9755	Oakdale
PT9759	Hughson
PT9801	Placer County Sheriff's Dept.
PT9802	Sonora
PT9805	Capitola
PT9806	Union city
PT9809	Lathrop
PT9810	Ontario
PT9813	Santa Clara
PT9814	Sonoma
PT9815	Chowchilla

Project Numbers	Grantees (Continued)
PT9816	Healdsburg
PT9818	San Benito Sheriff's Dept.
PT9819	Arroyo Grande
PT9823	Calistoga
PT9824	Gustine
PT9825	Lindsay
PT9827	Atascadero
PT9828	Reedley
PT9834	Patterson
PT9835	Victorville
PT9836	Fort Bragg
PT9837	Tule Lake
PT9840	Pacifica
PT9841	Fillmore
PT9842	Santa Clarita
PT9843	San Anselmo
PT9845	Cerritos
PT9849	Seaside

FY 1998 Goals	Base Year	1998	Change
Total Fatal and Injury Collisions	2,038	1,833	- 10%
Total Speed-Related F&I Collisions	420	446	6%
Total Alcohol-Related F&I Collisions	82	61	- 26%
Total Hit-and-Run F&I Collisions	150	139	- 7%
Total Nighttime F&I Collisions	3	4	33%
Total Pedestrian Fatal and Injury Collisions	33	44	33%
Average Seat Belt Compliance	75%	86%	+ 11 percentage points
Average Child Restraint Compliance	71%	86%	+ 15 percentage points
Bicycle Helmet Compliance	42%	68%	+ 26 percentage points

FY 1998 Objectives	Base Year	1998	Change
Total Impound Fee Balance	\$0	\$91,350	
Total Hazardous Citations	26,909	42,353	+57%
Total Seat Belt Citations	1145	3,602	+215%
Total Child Seat Citations	272	635	+111%
Bicycle Rodeos		1	
Children Participating in Bicycle Rodeos		140	
DUI/Drivers License Checkpoints		6	
Vehicles Through the Checkpoints		4,216	
Drivers Screened		1,729	
Field Sobriety Tests		31	
DUI Arrests		20	
Confiscated Weapons		7	
Narcotics Arrests		13	
Stolen Vehicles Recovered		2	
Other Felony Arrests		211	
Speed Trailer Deployments		1143	
No. of Vehicles Passing Speed Trailers		1,687,452	
"Downstream" Speed Enforcement Operations		183	
Educational Presentations		67	
Students Attending Presentations		20,820	
Civic and Community Presentations		26	
Citizens Attending Civic Presentations		60,675	
Press Releases Disseminated		6	
Total Impounds		1,858	
CVC 14601 Impounds		805	
CVC 12500 Impounds		632	
DUI Arrests		435	

Task 7
Statewide Traffic Offender Program (STOP)

Performance Measure(s)

To identify, select, and fund local agencies having a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. To impound for 30 days, the vehicles of unlicensed or revoked drivers and establish a special fund to collect “administrative tow fees”. To provide law enforcement and District Attorney personnel, overtime training and equipment to create a vertical prosecution procedure and increase conviction rates of habitual DUI offenders. To conduct frequent DUI/Drivers license checkpoints and increase warrant service to multiple DUI offenders.

Attainment

A total of 18 projects were active under this task in fiscal year 1997. Six of the 18 projects, were initiated in fiscal year 1998.

Project Numbers	Grantee
PT9713	Merced
PT9714	Modesto
PT9720	Petaluma
PT9727	San Diego
PT9733	Stockton
PT9735	Visalia
PT9746	Redlands
PT9749	El Monte
PT9751	Fresno
PT9753	Vallejo
PT9754	El Cajon
PT9756	Napa
PT9808	Santa Barbara
PT9811	Santa Cruz
PT9812	Southgate
PT9821	Upland
PT9831	Eureka
PT9838	Fairfield

FY 1998 Goals	Base Year	1998	Change
Total Fatal and Injury Collisions	15,358	14,232	- 7%
Total Speed-Related F&I Collisions	562	651	16%
Total Alcohol-Related F&I Collisions	1,771	1,508	-15%
Total Hit-and-Run F&I Collisions	1,959	1,465	-25%
Total Nighttime F&I Collisions	2,406	1,471	-39%
Total Pedestrian F&I Collisions	71	80	13%
Average Seat Belt Compliance	71%	91%	+20 percentage points
Average Child Restraint Compliance	52%	75%	+23 percentage points
Bicycle Helmet Compliance	44%	60%	+16 percentage points

FY 1998 Objectives	Base Year	FFY 1998	Change
Total Impound Fee Balances	\$0	\$3,493,636	
Total Hazardous Citations	28,504	30,729	+8%
Total Seat Belt Citations	1,403	2,107	+50%
Total Child Seat Citations	198	567	+187%
Bicycle Rodeos		30	
Children Participating in Bicycle Rodeos		5,402	
DUI/Drivers License Checkpoints		27	
Vehicles Through the Checkpoints		21,830	
Drivers Screened		12,935	
Field Sobriety Tests		330	
DUI Arrests at Checkpoints		32	
Speed Trailer Deployments		418	
No. of Vehicles Passing Speed Trailers		829,330	
Educational Presentations		162	
Students Attending Presentations		17,693	
Civic and Community Presentations		6	
Citizens Attending Civic Presentations		14,600	
Total Vehicles Impounded		48,311	
CVC 14601 Impounds		9,982	
CVC 12500 Impounds		8,159	
Arrests for Suspensions Involving DUI (CVC 14601.3(a))		1,850	
Weapons Seized		150	
Narcotics Arrests		804	
Stolen Vehicles Recovered		345	
On View Felony Arrests		613	
Non Traffic CVC 14601 Arrests		160	
Warrants Served		599	
Total DUI Arrest		1,606	

Task 8

Local Government Employee Driver Training Program

Performance Measure(s)

Attainment

There was one project active under this task during fiscal year 1997.

PT9758 - City of Coachella

The "Mobile Training Unit" project initiated January 1, 1997. The project provided funds for the purchase of a Defensive Driver Simulator to train twenty-three member agencies in order to reduce traffic collisions involving local government employee operated vehicles. Press coverage and brochures are being utilized to publicize the program availability and nine police officers and eleven city employees have been trained as trainers.

OP OCCUPANT PROTECTION

Task 1

Planning, Coordination, Monitoring, Evaluation, and Auditing

Performance Measure(s)

To provide development, coordination, monitoring and auditing services for projects funded under this PSP, by September 30, 1998.

Attainment

Thirty-four occupant protection projects remained active in fiscal year 1998 under PSP 98-OP. Sixteen new projects during this fiscal year and the remaining 18 continued from prior years. Activity included three pre-operational and three grantee performance reviews, and five final reports were accepted.

Task 2

Comprehensive Community Occupant Protection Programs

Performance Measure(s)

To develop, implement, and continue comprehensive community occupant protection programs, at the local level, in various places throughout the state for the entire fiscal year.

Attainment

Twelve comprehensive projects were active under this task during fiscal year 1998.

Grants in this task purchased child safety seats, TV/VCR's, bicycle helmets, educational materials, computers and printers for use in the development and implementation of their respective programs.

FY 1998 Objectives	
Child Passenger Safety Training	640
People Impacted	7,952
Child Safety Seats Disbursed	8,941
Child Safety Seat Checkups	48
SB 1073 Diversion Classes	178
SB 1073 Class Revenues	\$94,570
Education Presentations	134
Number of Persons Impacted	27,500
Bicycle Safety Rodeos	5
Number of Students Impacted	750
Number of Bicycle Helmets Distributed	354
Public Safety Announcements	74

OP9506 - Plumas County Health Services

The "Traffic Safety/Injury Prevention Project" was continued into fiscal year 1998, and ended December 31, 1997. This project provided funds for child safety seats, bicycle helmets, personnel, education and training materials. Fiscal year 1998 activity included the distribution of 23 (550 total) child safety seats and 100 (1,900 total) bicycle helmets along with education in their correct use, biweekly child safety seat classes, and numerous home visits throughout the community. Three hospitals included child safety seat education and distribution as part of their prenatal services. SB 1073 funds allowed for the operation of self-sustained child safety seat programs. During fiscal year 1998, observational surveys reflected 67 percent child safety seat compliance and 75 percent bicycle helmet compliance.

OP9602 - Placer County Health and Human Services

The "Buckle Up Baby" project was continued into fiscal year 1998. This project provided funds for child safety seats, education and training, personnel, travel, usage surveys, and promotional materials. Fiscal year 1998 activity included the distribution of 1,395 low cost car seats to low-income families living in Placer and Sacramento Counties, and 30 CPS instruction classes to 300 health care professionals, and early childhood students on the proper use of child restraints. Buckle Up Baby and two Sacramento Police Officers provided 19 training classes and materials to law enforcement, and held 135 court diversion classes, and conducted 29 safety seat checkups.

OP9701 - San Bernardino County

The "Comprehensive Child Passenger Safety Program" was continued into fiscal year 1998. This project provided funds for the purchase of child safety seats, educational materials, and audiovisual services. Fiscal year 1998 activity included recruiting and training community volunteers to assist in conducting two child safety seat checkups, worked with law enforcement to increase child safety seat and seat belt compliance and distributed 1,846 child safety seats and booster seats. Child safety seat compliance increased 7 percentage points from 66 percent to 73 percent.

OP9702 - South El Monte

The "Kids in Safety Seats" project was continued into fiscal year 1998. This project provided funds for the purchase of child safety seats, a TV/VCR, and contractual services. Fiscal year 1998 activity included two child safety seat checkups, distribution of 60 safety seats, and education presentations in elementary schools.

OP9703 - Tulare District Hospital

The "Child Passenger Occupant Restraint Program" was continued into fiscal year 1998. This project provided funds for the purchase of child safety seats, educational materials, and contractual services. Fiscal year 1998 activity included providing children released from Tulare District Hospital with an approved child safety seat, provided child safety seat education to 57 families, loaned 78 child safety seats to high risk families and implemented a child safety seat violator's class in the local municipal court.

OP9705 - Sutter County

The "Traffic Safety Program" was continued into fiscal year 1998. This project provided funds for the purchase of child safety seats, bicycle helmets, and educational materials. Fiscal year 1998 activity included the distribution of 181 child safety seats and 354 bicycle helmets, and 66 educational presentations to students at all levels of school. Child safety seat use has increased from 63 percent to 88 percent, and bicycle helmet use from 53 percent to 97 percent.

OP9706 - Yuba County

The "Ride Safe Car Seat Program" was continued into fiscal year 1998. This project provided funds for the purchase of child safety seats, and educational materials. Fiscal year 1998 activity included 24 community presentations, distribution of 176 safety seats, and showed an increase in child safety seat use by 30 percentage points from 44 percent to 74 percent.

OP9802 - Tuolumne County

The "Child Safety Seat Education Program" was initiated July 1, 1998. This project provided funds for personnel, educational materials, child safety seats, and training. Fiscal year 1998 activity included hiring and training personnel, and ordering safety seats and educational materials.

OP9803 - Del Norte County

The "Comprehensive Traffic Safety Program" was initiated July 1, 1998. This project provided funds for personnel, travel, supplies, child safety seats, and educational materials. Fiscal year 1998 activity included ordering supplies, safety seats, educational materials, hiring personnel, and conducting four program presentations impacting 28 people.

OP9805 El Dorado County

The "Kids in Safe Seats (KISS)" project was initiated July 1, 1998. This project provided funds for personnel, child safety seats, special needs safety seats, and educational materials. Fiscal year 1998 activity included ordering safety seats and educational materials, conducting meetings to develop and implement a safety seat bounty program, a special needs safety seat loaner program, and a court diversion program, conducted six child passenger safety training classes impacting 28 people, one car seat checkup, and one community presentation.

OP9806 Riverside County

The "Riverside County VIP Court Diversion Program" was initiated July 1, 1998. This project provided funds for educational materials and child safety seats. Fiscal year 1998 activity included hiring personnel, ordering educational materials, safety seats, conducting 12 VIP classes for 91 violators and 15 non-violators, conducting two child passenger safety (CPS) training for 45 people, distributing 30 safety seats, and conducted one CPS trainer session for 40 people.

OP9807 Nevada County

The "Comprehensive Traffic Safety Program" was initiated July 1, 1998. This project provided funds for personnel, child safety seats, bicycle helmets, and educational and training materials. Fiscal year 1998 activity included hiring personnel, ordering safety seats, bicycle helmets, and educational materials, and developing a spotters program.

Task 3**Enforcement and Education Safety Belt Projects****Performance Measure(s)**

To develop, implement, and continue safety belt and child passenger safety law enforcement and public information programs among law enforcement agencies, by September 30, 1998.

Attainment

Three enforcement and education projects were continued from prior years and one new program was initiated in fiscal year 1998.

Grants in this task conducted safety belt and child safety seat checkups, established child safety seat loaner programs, provided training for bilingual volunteers from each participating culture group, conducted educational and community presentations.

OP9412 San Diego Police Department

The "Buckle Up San Diego III" project was continued into fiscal year 1998, and ended December 31, 1997. This project provided funds for a contractor, computer, and printer. Fiscal year 1998 activity included nine child passenger safety training sessions, distribution of 29 child safety seats, provided information to the media regarding seat belts, child safety seats and air bags, and participated in six community events.

OP9507 - California Highway Patrol

The "Comprehensive Child Safety Seat Program" was continued into fiscal year 1998, and ended October 31, 1997. This project provided funds for personnel, travel, a computer, and child safety seats, training and promotional materials. Fiscal year 1998 activity included a total of 667 overtime hours used to train health center staff on the provisions of child restraint laws and distribution of 1,162 child safety seats at the 131 health centers and CHP offices throughout the state.

OP9704 - California Highway Patrol

The "Rollover Simulator" project was continued into fiscal year 1998. This project provided funds for contractual services, refurbishing 16 rollover simulators, and to purchase 28 adult mannequins for use in the rollover simulator demonstrations. Fiscal year 1998 activity included 97 rollover simulator demonstrations at 11 events.

OP9810 California Highway Patrol

The "Operation Safe Ride" project was initiated January 1, 1998. This project provided funds for personnel overtime, equipment, child safety seats including special needs car seats, and educational and training materials. The project focused on East Los Angeles and Baldwin Park. Fiscal year 1998 activity included 30 child safety seat workshops for licensed day care centers, six community presentations, distribution of 46 child safety seats, and six child safety seat violation saturation patrols.

Task 4

Teen Education

Performance Measure(s)

To continue safety belt educational programs by teens for teens for projects funded within this PSP, by September 30, 1998.

Attainment

Two teen safety belt programs were continued from prior years and one new program was initiated in fiscal year 1998.

OP9504 - San Diego County Office of Education

The "National High School Car Club Association (NHSCCA)" project was continued into fiscal year 1998, and ended March 31, 1998. This project provided funds for a contractor, a computer, scanner, printer, copy machine, 2-way radio, and a TV/VCR. Fiscal year 1998 activity included the NHSCCA non-traditional approach to teen traffic safety training programs that interfaced with high school drivers with fun Campus Car Club and Motor Sports activities, and also focused on the first NHSCCA Street Legal Drag Racing Car event involving 250 drivers and impacting 3,000 people.

OP9707 - Albany Police Department

The "Chief Operator Project" was continued into fiscal year 1998, and ended February 28, 1998. This project provided funds for personnel, travel, contractual services, videos, educational materials and printing/duplication. Fiscal year 1998 activity included 9 program presentations at schools for grades K-12 impacting 8,000 students, one bicycle rodeo impacting 300 students, and the development and distribution of a program manual for grades K-6.

OP9808 - University of California, Berkeley

The "Motor Vehicle Injury Prevention Training" project was initiated January 1, 1998. This project provided funds for personnel and contractual services to assist in developing curriculums, conduct classes, and act as liaison with key technical resource organizations, and consultation to other universities who require assistance in replicating the project. Fiscal year 1998 activity included the development and class instruction of graduate level courses, one for the School of Public Health entitled "Public Health Injury Prevention and Control", and the other for the Institute of Transportation Studies entitled "Traffic Safety and Injury Management".

Task 5

Statewide Usage Surveys

Performance Measure(s)

To conduct statewide child safety seat and seat belt usage surveys. To disseminate the survey results to interested California and national organizations.

Attainment

One project conducted statewide occupant restraint usage surveys.

OP9601 - California State University, Fresno

The "California Occupant Restraint Usage Surveys Project" was continued into fiscal year 1998. This project provided funds for project personnel, and contractual services for the University of California, Berkeley research personnel. Fiscal year 1998 activity included occupant restraint surveys throughout the state. Information from the surveys was disseminated throughout the state to various occupant protection programs, state and federal agencies responsible for traffic safety. The statewide seat belt rate for 1997 was 87.6 percent and for 1998 it was 90.3 percent, for an increase in usage of 2.7 percentage points. The child safety seat rate for 1997 was 89.6 percent and for 1998 it was 85.8 percent, for a 3.8 percentage point decrease.

Task 6

Statewide Child Passenger Safety (CPS) Training

Performance Measure(s)

To conduct and enhance CPS training and develop a statewide network of "CPS specialist" to teach CPS in their respective geographical areas. A CPS telephone help line in English and Spanish answered technical questions concerning seat belts, conventional child safety seats, special needs safety seats and air bags.

Attainment

Five projects in fiscal year 1998 provided CPS training, educational materials and PSA's.

OP9413 - Department of Health Services

The "Vehicle Occupant Safety Program (VOSP)" continued into fiscal year 1998, and ended December 31, 1997. This project provided funds for project personnel, travel, contractual services, educational materials, a computer, child safety seats, printing, and facilities operation. Fiscal year 1998 activity included conducting bimonthly teleconferences for all safety seat coordinators to share practical tips and to solve common problems, providing assistance to agencies regarding their SB 1073 programs, and updated the statewide car seat directory, "Who's Got Car Seats?" which lists all of the

community agencies that provide car seat services.

OP9502 - Los Angeles County Department of Health Services

The “Statewide Master Training and Help Line for Child Passenger Safety” project was continued into fiscal year 1998, and ended December 31, 1998. This project provided funds for contractual services. Fiscal year 1998 activity included the subcontractor, SafetyBeltSafe U.S.A., conducting 1 informational training impacting 30 people, and one three-day intensive training for 17 participants. Additionally, project personnel answered questions (800 number) in both English and Spanish responding to technical questions regarding seat belts, child safety seats, and air bags. Approximately 1,365 calls were answered.

OP9708 - University of California, Los Angeles

The “Media and Injury Prevention Program (MIPP)” was continued into fiscal year 1998. This project provided funds for a subcontract with the University of Southern California, to educate the radio traffic reporting community and the Public Affairs Officers of the California Highway Patrol with an injury sensitive training program. Fiscal year 1998 activity included developing approaches to using radio traffic reports to deliver traffic safety messages for effective injury prevention, which targets the young ethnic male who is at high risk of traffic injury, preparing and updating a training manual focuses on various reporting strategies, aggressive vs. new non-aggressive traffic reports in an attempt to produce dramatic changes in the messages that drivers encounter while driving and in the way that traffic collisions are reported and handled by the media and the CHP, and conducting training sessions for CHP Public Affairs Officers.

OP9801 - Department of Health Services

The “Buckle Up Our Future” project was initiated January 1, 1998. This project provided funds for personnel, child passenger safety (CPS) training/workshops, and educational and training materials. Fiscal year 1998 activity included updating the SB 1073 child passenger safety county coordinators’ list and the statewide CPS list of Safety Seat programs, preparing a draft of the SB1073 how-to implementation guide, conducting bimonthly teleconferences for all CPS coordinators, and networking with local health departments and other organizations involved with CPS issues.

OP9809 - Los Angeles County

The “Expanding the Child Passenger Safety Net” project was initiated January 1, 1998. This project provided funds for Safety Belt Safe USA to conduct child safety seat and safety belt use training, and provide a toll-free information hotline. Fiscal year 1998 activity included 57 child safety seat checkups, 206 CPS training classes impacting 3,184 people, distributing 94 safety seats, and responding to 6,391 hotline calls.

Task 7

Safe Communities

Performance Measure(s)

Projects planned for funding in this task adopted the “Safe Communities” concept of addressing traffic injuries within the context of the entire injury problem. Funded projects employed coalition building; problem identification, task force and/or advisory committees combined resources and implemented solutions to address traffic injuries and problems. New and existing coalitions included the medical, acute care, and rehabilitation communities. At the same time citizen’s involvement remained a critical part of establishing community priorities for identified problems. Data linkage provided a backdrop to understand the magnitude and severity of traffic injuries. This information included provisions to expand to health departments, hospital EMS providers, business, rehabilitation programs and insurance companies.

Attainment

Nine projects were active in fiscal year 1998. Activity included coalition building, assessment of data, community problem identification, and the implementation of solutions and strategies to traffic safety problems.

SA9701 - Kern County

The “Project SAFE” program was continued into fiscal year 1998. This project provided funds for a Health Educator and Operating expenses. Fiscal year 1998 activity included establishing a collaborative effort between public and private health social service providers, businesses, youth organizations, and acute care and rehabilitation providers, developing and implementing a “Train-the-Trainer” program, implementing a strategic plan to introduce childhood and adolescent injury prevention education, and implementing a “Peer Education” program impacting 9,000 students, conducting two child passenger training classes impacting 60 people, and making several community presentations.

SA9702 - Department of Health Services

The “California Safe Communities” project was continued into fiscal year 1998. This project provided funds for a project manager, training, and contracts for local agencies. Fiscal year 1998 activity included the issuance of contracts to local communities, conducting monthly teleconferences, and conducting two program presentations. The communities awarded these contracts, used local data to identify injury problems, expanded partnerships beyond traditional traffic safety advocates, pursued citizen involvement in carrying out community priorities, and worked toward building a community infrastructure to sustain these efforts.

SA9801 University of California, Los Angeles

The “Senior Driver Education Program for the Community of East Los Angeles” project was initiated July 1, 1998. This project provided funds for

personnel, a driver training curriculum, expanding an injury prevention coalition, program materials, and operating expenses. Fiscal year 1998 activity included preparing the contractual services contract, conducting coalition meetings, and ordering some program materials.

SA9802 Chico Police Department

The “Safe Communities” project was initiated July 1, 1998. This project provided funds for personnel, training and educational materials, and operating expenses. Fiscal year 1998 activity included media releases to promote the project, which consists of establishing a transportation coalition focusing on bicycle and pedestrian issues, and conducting educational and intervention activities for elementary through college age individuals.

SA9803 Delano

The “Safety Through Education, Enforcement and Public Policy – STEEP” project was initiated January 1, 1998. This project provided funds for personnel, educational and training materials, contractual services and a safety education robot (German Shepherd in a police car). Fiscal year 1998 activity included ordering materials and equipment, two safety seat checkups, two sobriety checkpoints, numerous media releases, 37 educational and community presentations and a press conference.

SA9804 San Diego State University Foundation

The “San Diego County Safe Communities 2000” project was initiated January 1, 1998. This project provided funds for personnel, educational materials, contractual services, and computer equipment. Fiscal year 1998 activity included gathering fatality and injury baseline data for the County, conducting coalition meetings composed of key representatives from the different city task forces, developing a mini-grant protocol for issuing a “Safe Community” in 12 to 18 cities to establish “most needed” traffic safety programs aimed at producing positive behavior change.

SA9805 Santa Clara County

The “Traffic Safe Communities in Santa Clara County” project was initiated January 1, 1998. This project provided funds for personnel, educational materials and contractual services for data analysis and community grants. Fiscal year 1998 activity included the development of a comprehensive data matrix to capture injury data by various departments, development of a survey to access the “Best Practices” currently used in the County, established and conducted meetings with a countywide traffic safe community network, and developed mini-grant award guidelines.

SA9806 Contra Costa County

The “Safe Communities in Contra Costa County: A Childhood Injury Prevention Coalition Initiative” project was initiated July 1, 1998. This project provided funds for personnel, operating expenses, and contractual services for safety seat inspections and development of a web site for the project.

Fiscal year 1998 activity included ordering supplies, preparing contractual services contracts, and developing materials for child passenger safety classes, designing information for the web site, and preparing and issuing media releases promoting the project.

SA9807 San Diego

The “San Diego City Safe Communities – 2000” project was initiated January 1, 1998. This project provided funds for contractual services for program personnel, educational and training materials, child safety seats, and bicycle helmets. The project focuses on the city of San Diego. Fiscal year 1998 activity included safe communities coalition meetings, 496 CPS trainings, eight child safety seat checkups, distribution of 304 safety seats, and 48 education and community presentations.

Task 8

Occupant Protection Program Support

Performance Measure(s)

During the course of every year various Opportunities arise which are valuable to meeting program goals, but which are not specifically anticipated. The funds provided in this task met a variety of program support needs such as printing, media materials, incentive items, and covering expenses in Standard Agreements.

Attainment

Fiscal year 1998 activity included an order of “Grizzly Bear” a child traffic safety/personal safety coloring book, in Spanish, and in English. This material remains the most sought after incentive item in occupant protection.

TR TRAFFIC RECORDS

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide the necessary staff to plan, coordinate, monitor, evaluate and audit projects funded under this PSP.

Attainment

Thirty projects were active under PSP 98-TR in fiscal year 1998. Twenty of the projects were initiated in fiscal year 1998. Ten projects were continued from prior years. Activity included four pre-operational and two grantee performance reviews. Four final reports were reviewed and accepted.

Task 2

Collision Records Development and Implementation

Performance Measure(s)

To provide computerized collision data records programs in twelve jurisdictions.

Attainment

Fifteen projects were active under this task during fiscal year 1998.

TR9503 City of Chula Vista

Initiated in fiscal year 1995, the "Accident Records System" project was continued into fiscal year 1998 and ended March 31, 1998. The hardware and software were procured and the system requirements were established. A consultant was selected to develop and integrate the component parts into a complete Geographical Information System (GIS). The system is in place and the database of historical data was successfully converted. The data integrity, the street layout table and the reporting capabilities were thoroughly tested by the city and its vendor. Debugging of noted problems was then undertaken with additional re-testing implemented until a satisfactory system was delivered.

TR9510 - City of Newport Beach

Initiated in fiscal year 1995, the "Automated Traffic Accident Records System" program was continued into fiscal year 1998 and ended March 31, 1998. Connectivity between the city's Oracle database and the traffic department's local personal computer has been achieved. The city's intersection and master street index have been successfully loaded into the database and reconciliation of the street layout table completed. Automated collision analysis can now be performed. Establishment of high collision locations and the associated "pin-map" reports are available as geographic location reconciliation was implemented.

TR9702 - City of Gardena

Initiated in fiscal year, the "Computerized Traffic Collision Record System" project was continued into fiscal year 1998 and ended December 31, 1998. A

traffic-engineering consultant was selected to develop the collision database for the city. Data collection and conversion for the Geographical Information System (GIS) coverages for the new system were successfully completed. The systems GIS coverages will be used to identify and analyze high collision locations to focus the city's mitigation and enforcement activities.

TR9708 - Orange County

The "Traffic Collision Database" project was continued into 1998 and ended June 30, 1998. The project employed the services of a consultant to upgrade software and acquire a more powerful personal computer. The project upgraded the software to bring it into compliance with current technology and thereby allow the county to utilize captured collision related data for engineering and enforcement use. The project goal was to reduce overall collisions and to provide accurate data for engineering and enforcement decisions.

TR9710 - City of Corona

Initiated in fiscal year 1997 the "Computerized Collision Database and Analysis System" project was continued into fiscal year 1998 and ended December 31, 1997. The project employed the services of a consultant as well as suitable hardware and software for automating the collision analysis system. The project has been delivered to the grantee with an effective and easily maintained automated system. The system installed is a Geographic Information System (GIS) collision tracking and analysis system. The geographic location reconciliation (street layout table) has been completed and the system implemented. Training personnel on system usage and system maintenance has also been completed.

TR9711 - City of u a City

Initiated in fiscal year 1997 the "Upgrades for Traffic Records and Traffic Control Device Inventory" project was continued into fiscal year 1998 and ended March 31, 1998. The selected consultant developed and implemented the software required for the project. The grantee and consultant converted eleven years of historical collision data to the new format and integrated that data into the new system. The necessary personnel have been trained in the usage and maintenance of the new system. The system has also been integrated into the city Geographic Information System (GIS). In addition, the traffic control device inventory was completed and entered into the traffic control device inventory database that is also used with the city GIS.

TR9801 - City of Baldwin Park

The "High Collision Location Identification and Analysis Program" project was initiated July 1, 1998. A Request for Proposal (RFP) is under development to select a consultant. This project provides funds for hardware, software and consultant services. The project goal is to identify high collision locations, target budgeted improvements, and thereby decrease the potential for fatal and injury collisions within the city.

TR980 - City of Alameda

The "Comprehensive Records Information Systems" project was initiated July 1, 1998. The grantee has developed a Request for Proposal (RFP) to be used in the vendor selection process. The project provides funds for software, a consultant, technical support and staff training. The goal of the project is to automate the collision analysis and collision location identification within the city of Alameda.

TR9805 - City of Sunnyvale

The "Traffic Collision Records Database" project was initiated on July 1, 1998. The grantee is funded to purchase hardware, software and expert services. The system will be based upon a Geographic Information System (GIS) and will be placed on the citywide network server. Data converted and gathered through the project will be made available to multiple city agencies to target education, enforcement and engineering efforts by city agencies.

TR9808 - City of Napa

The "High Collision Location Identification and Analysis Program" project was initiated July 1, 1998. The project provides funds for the purchase of hardware and consultant services. The goal of the project is to conduct a comprehensive analysis of collisions in the city of Napa and to establish the 20 High Collision Locations. In conjunction with the identification process, there will be a prioritization process to implement mitigation efforts through maintenance or capital improvement efforts.

TR9811 - City of Berkeley

The "High Collision Location Identification and Analysis Program" project was initiated July 1, 1998. This project provides funds for the purchase of consultant services to identify high collision locations within the city. The goal of the project is to identify the 20 high collision locations within the city and institute mitigation measures in those locations.

TR9815 - City of San Leandro

The "Computerized Collision Database and Analysis System" project was initiated on July 1, 1998. The project will purchase necessary hardware and software and consultant services. In the initial quarter the grantee developed a Request for Proposal (RFP) and has made the vendor selection. The primary goal of the project is to create an effective and easily maintained automated collision analysis system. The data generated by the system will be used to develop mitigation measures to reduce the frequency and severity of the collisions occurring within the city.

TR981 - City of Monrovia

The "Hazard Identification and Improvement Program" project was initiated July 1, 1998. The specific goal of the project is to identify and reduce vehicular, pedestrian, and bicycle collisions. The project will identify high collision intersections and street segments, to provide an analysis of these collisions to assist engineers in determining design and operational compliance to City, State, and Federal standards. It will, in total, be used in determining appropriate mitigation measures. To date, critical intersections have been established for the study, and intersection criterion has been defined to establish mitigation and improvements.

TR9818 - City of El Centro

The "GIS Based Traffic Records Management System" project was initiated on July 1, 1998. The city opted for an automated GIS based traffic records management system, which can readily compile traffic collision, traffic control device and related statistical data. This can be accomplished in a timely manner to actively and effectively serve both engineering and traffic enforcement personnel in their coordinated effort on traffic collision surveillance and reduction.

TR9820 - City of Alhambra

The "High Collision Location Identification and Analysis Program" project was initiated July 1 1998. The project provides funds for the purchase of hardware and software and expert services. During the initial quarter, a consultant has been selected and a contract has been executed between the grantee and the contractor. The goal of the project is to identify high collision locations within the city and recommend appropriate mitigation efforts at the identified locations to decrease the number of fatal and injury collisions within the city.

Task 3**Arrest and Citation Records Development and Implementation****Performance Measure(s)**

To provide automated citation and arrest processing within a single municipal court district.

Attainment

One project was active under this task in fiscal year 1998.

TR9707 - Department of Motor Vehicles

The “Automation of the Rural Courts” project was initiated October 1, 1996, and concluded September 31, 1998. The project involved the automated reporting of abstracts to the Department of Motor Vehicles (DMV) by approximately 8 rural courts. Through assisting these courts in reporting abstracts on-line, the courts now have instant access to California Licensee information. The project enhanced the DMV database integrity through up to the minute reporting, and thereby decreased the incidence of erroneous citation information. Fiscal year 1998 activities included: system installation in the remaining eight counties of California and the initiation of data reporting directly to DMV’s database. As the system has been up and running for a short period of time, preliminary data has not yielded significant results.

Task

Engineering Data Records Design and Implementation

Performance Measure(s)

To provide engineering data records, databases and programs to two jurisdictions.

Attainment

Two projects were active under this task during fiscal year 1998.

TR970 - City County of San Francisco

Initiated in fiscal year 1997 the “Traffic Records Upgrade” project was continued into fiscal year 1998. The grantee has issued a Request for Proposal (RFP) for a vendor to provide software to capture the Traffic Control Device Inventory (TCDI) data. Grantee has also purchased the hardware to support the TCDI. The project will serve to produce an automated, accurate and current traffic control device inventory for the City and County of San Francisco. This project encountered many problems in developing an acceptable RFP and subsequent contract. Consequently, lengthy delays were experienced by the grantee agency. It appears that the issues involving the RFP and the contract have been resolved and the project will now move forward toward completion.

TR9810 - City of San Clemente

The "Neighborhood Speed Watch Program Expansion Project" was initiated on July 1, 1998. The project provides funds for the purchase of a Speed Radar Display Trailer. The grantee is exploring the features and prices of the trailers considered for use in this program. The goal of the project is to enhance public awareness to promote safe vehicle speeds in both residential and non-residential areas within the city of San Clemente. The proposed trailer will produce data on traffic counts and speed for enforcement and engineering use.

Task 5**Emergency Medical Systems Design and Implementation****Performance Measure(s)**

To establish data linkages among first responders, crash investigators, EMS providers and specific incidents within the state EMS Authority.

Attainment

Two projects were active under this task during fiscal year 1998.

TR970 - North Coast EMS Agency

The "First Responder Data Project Continuation" project was continued to fiscal year 1998 and ended September 30, 1998. This project was refocused in June 1997. Project focus was changed from the development of a state "Model First Responder Data System" to an expansion of the First Responder section of the existing Pre-Hospital Care Report program and computer upgrade. The project re-focus was a result of information derived from a user survey conducted by the grantee. Through the survey, it was determined that clients would prefer to see an expansion of the First Responder section of the existing Pre-hospital Care Report program and the computer upgrade than to develop the "Model First Responder Data System." OTS assented to the proposed program refocus. The grantee successfully achieved the reprogramming of the electronic form to augment the existing pre-hospital care report form. In addition, all upgrades to the "user" agency personal computers have also been achieved.

TR9705 - San Diego County EMS

The "Motor Vehicle Crashes in Rural San Diego County" project was continued into fiscal year 1998. This project seeks to electronically link Emergency Medical Services (EMS), ambulance providers, emergency dispatch agencies and SWITRS in rural San Diego County. Information about crashes and injuries is critical for prevention but is currently unavailable. Connecting dispatch, EMS and SWITRS data will allow for analysis and correlation of these data and events. Measurable progress has been made in identifying and developing agreements with the proper agencies and procuring the necessary equipment. Presently, data is being gathered to secure participation in the program by all appropriate agencies.

Task
Comprehensive Data System Design and Implementation

Projects funded in this task include activities that are broadly based and encompass records systems that include law enforcement, collision investigation, traffic engineering, adjudication, and emergency medical services. It is within this task that comprehensive records systems, such as GIS are funded.

Performance Measure(s)

To provide comprehensive, integrated traffic record programs and databases in one jurisdiction.

Attainment

Ten projects were active under this task in fiscal year 1998.

TR9802 - City Of Cerritos

The "Report Analysis and Diagramming Notebook Computer Program" project was initiated July 1, 1998. The project provides funds for the purchase of notebook computers for law enforcement personnel. The goal of the effort is to provide an accurate, timely and efficient report preparation mechanism. Traffic safety within the community will be enhanced by allowing enforcement personnel to remain in the "field" while preparing the required reports.

TR9803 - City Of Santa Rosa

The "Traffic Collision Records System" project was initiated on July 1, 1998. Project funds will be used to purchase hardware and software. The grantee has conducted research and determined the appropriate software for the project; the purchase will be made during the second quarter of the project. The hardware has been purchased. The goal of the project is to improve the city's ability to conduct collision analysis and enhance the ability of the city to identify and mitigate traffic safety issues.

TR980 - National City

The "Traffic Collision Tracking System" project was initiated on July 1, 1998. The project provides funds for a variety of tools. The envisioned system is based upon a Geographic Information System (GIS). The system will contain collision data module, street network module, average daily traffic and intersection turning movement modules, a collision detail module and a monthly report generation module as well as street route and collision category modules, with queries and map generation modules. The goal is to reduce the number and severity of the collisions in the city. A secondary goal is to provide not only the engineering department with data but the police department as well so that resource allocation can be optimized.

TR9807 - City of Pleasant Hill

The “Automated Collision Monitoring System” project was initiated on January 1, 1998. The project provides funds for the purchase of hardware and software. The hardware, software and consultant services have been secured and the new system was installed and implemented. Data conversion has been completed and the system is now capturing and mapping collision information. The project goal is to improve traffic safety by developing an automated system that will be used to identify and prioritize safety improvement needs for the city.

TR9809 - County of Los Angeles Sheriff's Department

The “Computerized Collision Database and Analysis System Program” was initiated on July 1, 1998. The project funds will be used to purchase hardware and software. The goal of this project is to develop an efficient and effective and easily maintained automated collision analysis system that can identify the frequency and severity of collisions occurring within the Los Angeles County Sheriff's enforcement jurisdiction. After high collision locations are identified, data will be shared between the contract city traffic engineering sections and county sheriff enforcement functions. Mitigation and enforcement efforts will be employed and monitored to reduce the number of collisions countywide.

TR9812 - City of Fremont

The “Geographic Information System-based Collision Analysis Software” project was initiated on July 1, 1998. The project funds will be used to purchase software and consultant services. The grantee has selected a software product and a consultant and is in the process of purchasing such product and services. The goal of the project is employ the software mapping capabilities to reduce the frequency and severity of collisions within the city. The system will provide data to engineering and enforcement so that resources are more precisely deployed.

TR9813 - City of Cerritos

The “Geographic Information System-based Collision Analysis Software” project was initiated on July 1, 1998. The project provides funds for the purchase of software. A software product has been selected and the purchase of the software is underway. The goal of the program is to improve the ability to conduct analysis of traffic patterns, collisions and to develop a collision history for identification and mitigation efforts.

TR981 - County of Stanislaus

The “Inter-network Connection Between CHP and County Public Works and a GIS-AIMS Project” was initiated on July 1, 1998. The project provides funds hardware, software and expert consultant services. The grantee has issued a Request for Proposal (RFP) and selected the software and consultant. The goal of the project is to develop a Geographic Information

System (GIS) Collision Information Management System that can be used by county traffic engineers and for CHP traffic enforcement purposes. The shared system data will provide joint monitoring capability and will also be used to solve jurisdictional conflicts.

TR9817 - Rancho Cucamonga

The “Computerized Collision Database and Analysis System” project was initiated July 1, 1998. The project provides funds for expert services, hardware and software as well as system implementations and training on system usage. The project goal is to create an effective and easily maintained automated collisions analysis system that will be used to reduce the severity and frequency of traffic collisions throughout the city. The data gathered will also be used to make engineering and enforcement decisions.

TR9819 - City of Riverside

The “Computerized Collision Database and Analysis System” project was initiated on July 1, 1998. The project provides funds for expert services, hardware and software as well as system implementations and training on system usage. The project goal is to create an effective and easily maintained automated collisions analysis system that will be used to reduce the severity and frequency of traffic collisions throughout the city. The data gathered will also be used to make engineering and enforcement decisions.

Task 7**Program Evaluation****Performance Measure(s)**

To provide training and to conduct administrative review of traffic records programs in numerous jurisdictions.

Attainment

No projects were active under this task during fiscal year 1998.

EMS EMERGENCY MEDICAL SERVICES

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide direct development, coordination, evaluation, auditing, and monitoring services to projects funded under this PSP, through September 30, 1998, and to collect and analyze data to be used in preparation of the 1998 HSP.

Attainment

Thirty-five EMS projects were active under PSP 98-EMS during fiscal year 1998. Fifteen projects were initiated during fiscal year 1998 and twenty projects were continued into fiscal year 1998.

Fifteen Agency On-Sites, fifteen Pre-Operational Reviews, and eighteen Grantee Performance Reviews were completed on projects during fiscal year 1998. In addition, seventeen final reports were received and approved during the fiscal year.

Task 2

First Responder Services

Performance Measure(s)

To improve first responder services to traffic collision victims by providing rescue vehicles, rescue/extrication equipment, and up-to-date training to first responder personnel, by September 30, 1998.

Attainment

First responder equipment and training was provided to fifteen communities during fiscal year 1998.

Two communities received twenty-five percent of the cost of two rescue vehicles during fiscal year 1998.

EM9701 - Big Pine Fire Protection District

Initiated in fiscal year 1997, the "New Rescue/Pumper" project was continued into fiscal year 1998. The project provides funds to assist in the purchase of a rescue vehicle and extrication equipment. Fiscal year 1998 activity included the purchase, inspection and deployment of a first responder/rescue vehicle, extrication equipment and an air bag lifting system. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system in the Agency's response area through the replacement of outdated and unreliable rescue vehicle.

EM9702 - Chico Fire Department

Initiated in fiscal year 1997, the “Chico Fire Department Extrication Equipment” project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for hydraulic extrication equipment and an air bag lifting system. Fiscal year 1998 activity included participation in eight community events impacting over 6,000 people and the production of a mock vehicle vs. train collision video to be used as a component of the “Every 15 Minutes” program. The primary goals attained in fiscal year 1998 were to improve the EMS delivery system for traffic collision victims in the Chico area through the replacement of outdated and unreliable equipment and to promote traffic safety and awareness of the dangers of high impact crashes.

EM9703 - Hanford Fire Department

Initiated in fiscal year 1997, the “Vehicle Collision Rescue Delivery” project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for hydraulic extrication equipment and an air bag lifting system. Fiscal year 1998 activity included twenty-seven deployments of the new equipment and two traffic safety presentations impacting 500 people. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in the Hanford area through the purchase and placement of current and reliable emergency/rescue equipment.

EM9707 - Oroville Fire/Rescue Department

Initiated in fiscal year 1997, the “Rescue/Extrication Equipment Project” was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for three hydraulic rescue tools and two air bag lifting systems. Fiscal year 1998 activity included 52 deployments of the new rescue equipment. The primary goals attained in fiscal year 1998 were to decrease response time, arrival at collision sight, by 37 percent and to improve the EMS delivery system in the city of Oroville and surrounding area through the replacement of outdated and unreliable equipment. During fiscal year 1998, response time, arrival at collision site, decreased by 86 percent from an average of 14.5 minutes to an average of 2 minutes.

EM9708 - Palm Springs Fire Department

Initiated in fiscal year 1997, the “Rescue Equipment—Annexation #26” project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for one set of hydraulic rescue equipment and one air bag lifting system. Fiscal year 1998 activity included the deployment of the new equipment and the training of 56 firefighters in the proper use of the new equipment. The EMS delivery system in Palm Springs was enhanced through the replacement of outdated and unreliable rescue equipment.

EM9710 - Pismo Beach Fire Department

Initiated in fiscal year 1997, the "Emergency Medical Services Extrication Enhancement Project" was continued into fiscal year 1998 and ended December 31, 1997. The project provides funds for one set of hydraulic rescue equipment and one air bag lifting system. Fiscal year 1998 activity included the deployment of the new equipment and training 25 firefighters in the proper use of the new equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in the Pismo Beach area.

EM9711 - Rohnert Park Department of Public Safety

Initiated in fiscal year 1997, the "Traffic Safety Rescue and Response Upgrade" project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for hydraulic extrication equipment. Fiscal year 1998 activity included the deployment of new equipment. The primary goals attained in fiscal year 1998 were to improve the EMS delivery system in Rohnert Park through the replacement of outdated and unreliable rescue equipment, and to decrease response time, notification to hospital treatment, by 27 percent from 22.75 minutes to 16.5 minutes.

EM9712 - San Luis Obispo County Fire Department

Initiated in fiscal year 1997, the "First Responder Rescue Equipment Project" was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for two sets of hydraulic rescue tools. Fiscal year 1998 activity included the deployment of the new equipment and the training of 36 firefighters and rescue personnel in the proper use of the new equipment. The primary goal attained in fiscal year 1998 was to improve the first responder services to traffic collision victims in San Luis Obispo County through the placement of rescue equipment at stations No. 13 and No. 14 which serve sections of Highway 1, 101 and 41.

EM9713 - Rodeo-Hercules Fire Protection District

Initiated in fiscal year 1997, the "Rescue Equipment Enhancement Project" was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for one set of hydraulic rescue equipment and one air bag lifting system. Fiscal year 1998 activity included the new rescue equipment. In fiscal year 1998 Rodeo-Hercules removed the need for mutual aid assistance and decreased response time by 36 percent from 6.54 minutes to 4.19 minutes.

EM9714 - Georgetown Fire District

Initiated in fiscal year 1997, the "Vehicle Extrication Equipment Project" was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for one set of hydraulic rescue tools. Fiscal year 1998 activity included the deployment of the new equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in the Georgetown area by removing the reliance on mutual aid assistance from neighboring communities for crashes requiring extrication.

EM9715 - Mendocino Fire Protection District

Initiated in fiscal year 1997, the "First Responder Vehicle Upgrade" project was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for 25 percent of the cost of a new rescue vehicle. Fiscal year 1998 activity included the deployment of the new first responder vehicle. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system in the Mendocino Fire Protection District area through the replacement of an outdated and unreliable rescue vehicle. The vehicle responded to 30 traffic collisions during 1998 fiscal year.

EM9717 - Kern County Fire Department

Initiated in fiscal year 1997, the "Kern County Vehicle Extrication Equipment" project was continued into fiscal year 1998 and ended June 30, 1998. The project provided funds for hydraulic rescue tools, air bag lifting systems, and accessories. Fiscal year 1998 activity included the deployment of the new equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in Kern County through the replacement of outdated and unreliable emergency/rescue equipment.

EM9718 - San Luis Obispo County Fire Department

Initiated in fiscal year 1997, the "Highway 41/46 Corridor First Responder Rescue Equipment Project" was continued into fiscal year 1998 and ended June 30, 1998. The project provided funds for hydraulic rescue tools. Fiscal year 1998 activity included the deployment of the new rescue equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims along the 41/46 Highway Corridors and in the San Luis Obispo County service area through the placement of current and improved emergency/rescue equipment. During fiscal year 1998 the equipment was used 39 times, removing 78 victims from their crashed vehicles.

EM9719 - Kings County Fire Department

Initiated in fiscal year 1997, the "Vehicle Collision Rescue Delivery" project was continued into fiscal year 1998 and ended June 30, 1998. The project provided funds for two sets of hydraulic rescue tools, air bag lifting system and accessories. Fiscal year 1998 activity included the deployment of the new equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in the Kings County service area through the purchase and placement of rescue equipment. Response time from Avenal to Interstate 5 has been reduced by 80 percent from 25 minutes to 5 minutes.

EM9720 - Paso Robles Fire Department

Initiated in fiscal year 1997, the "Paso Robles Extrication Equipment Project" was continued into fiscal year 1998 and ended June 30, 1998. The project provided funds for hydraulic rescue tools. Fiscal year 1998 activity included the deployment of the new equipment. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims along the 41/46 corridor through the purchase and placement of extrication equipment at two outlying stations. During fiscal year 1998 there were a total of eight extrications.

EM9721 - Atascadero City Fire Department

Initiated in fiscal year 1997, the "Atascadero Extrication Equipment Replacement" project was continued into fiscal year 1998 and ended June 30, 1998. The project provided funds for hydraulic rescue tools and a hands-on extrication course for Atascadero and San Luis Obispo County firefighters. Fiscal year 1998 activity included the purchase of the equipment and the training of 100 firefighters. The primary goal attained in fiscal year 1998 was to improve first responder services to traffic collision victims in San Luis Obispo County and the Atascadero services area through the placement of current and reliable hydraulic extrication equipment and training.

EM9801 - Butte County Fire Department

The "First Responder Rescue Equipment Project" was initiated August 1, 1998, and will become operational October 1, 1998. The project provides funds for three sets of hydraulic extrication tools, three air bag lifting systems and training. Fiscal year 1998 activities included of the purchase of equipment. The primary goals of this project are to decrease response time and improve the EMS delivery system in Butte County through the purchase of equipment and training.

EM9804 - Fairfield Fire Department

The "Engine Company Extrication Equipment" project was initiated July 1, 1998, and will become operational October 1, 1998. The project provides funds for three sets of extrication tools. Fiscal year 1998 activity includes the purchase of equipment and the training of firefighters in the use of the new tools. The primary goal of this project is to improve extrication time by 33 percent and to improve the level of service to motor vehicle collision victims in the Fairfield Fire Department service area.

EM9805 - Redding Fire Department

The "Vehicle Extrication Project" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for two sets of extrication tools, training and 25 percent of the cost to convert an existing first responder vehicle to carry the new equipment. Fiscal year 1998 activity includes the purchase of two sets of extrication equipment. The primary goals of this project are the decrease in response time and to improve the EMS delivery system to victims of motor vehicle collisions through the purchase of extrication equipment and training of personnel.

EM9806 - Yuba City Fire Department

The "Traffic Advisory and Rescue Program (TARP)" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for four sets of extrication tools, two air bag lifting systems, tow electronic digital signs and 25 percent of a traffic hazard advisory radio system. Fiscal year 1998 activity includes the purchase of equipment. The primary goals of this project are the decrease in response time and to improve EMS delivery to victims of motor vehicle collisions through the purchase of extrication equipment, hazard warning signs, and a hazard advisory radio system.

EM9808 - Borrego Springs Fire Department

The "First Responder Rescue Equipment" project was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for the purchase of hydraulic extrication equipment and training. Fiscal year 1998 activities include the purchase of the new equipment. The primary goal of this project is to improve the EMS delivery system in the Borrego Springs service area.

EM9809 - Dinuba Fire Department

The “Hydraulic Rescue Equipment Upgrade” project was initiated January 1, 1998 and became operational April 1, 1998. The project provides funds for the purchase of hydraulic extrication equipment, training and educational materials. Fiscal year 1998 activities include the purchase of equipment, training and one bicycle rodeo. The primary goals of this project are to decrease response time and improve EMS delivery to victims of motor vehicle collisions through the purchase of hydraulic extrication equipment and training.

EM9810 - Schell-Vista Fire Protection District

The “Schell-Vista Rescue Grant” project was initiated July 1, 1998 and became operational October 1, 1998. The project provides funds to replace unsafe and unreliable extrication equipment, water rescue equipment to assist stranded motorists on numerous highways that flood each year, and training for rescue personnel. The primary goal is to train and purchase extrication equipment and water rescue equipment to safely rescue persons from vehicles trapped by floodwaters.

EM9812 - Fresno Fire Department

The “Vehicle Extrication Program” was initiated July 1, 1998 and became operational October 1, 1998. The project provides funds for extrication equipment, an air bag lifting system, and training. Fiscal year 1998 activities include the purchase of extrication equipment and the air bag lifting system. The primary goal is to improve the EMS delivery system to motor vehicle collision victims in the city of Fresno.

EM9813 - Adelanto Fire Department

The “Highway 395 Vehicle Rescue Program” was initiated July 1, 1998 and became operational October 1, 1998. The project provides funds for the purchase of extrication equipment and training. Fiscal year 1998 activities include the purchase of equipment. The primary goals are to decrease response time and to improve EMS delivery to victims of motor vehicle collisions through the purchase of hydraulic extrication equipment.

EM9814 - Ukiah Fire Department

The “Ambulance Supplies/Extrication Device Purchase” project was initiated July 1, 1998 and became operational October 1, 1998. The project provides for the purchase of extrication equipment and 25 percent of the cost of medical supplies to stock a newly purchased ambulance. Fiscal year 1998 activities include the purchase of medical supplies and extrication equipment. The primary goal of this project is to improve the EMS delivery system in the Ukiah Fire Department service area.

EM9816 Northshore Fire Department

The “Northshore Fire J.P.A. Rescue Equipment Project” was initiated July 1, 1998 and became operational October 1, 1998. The project provides funds for hydraulic extrication tools and accessories, water rescue equipment to assist motorists stranded on flooded roadways or trapped in vehicles that have left the roadway during a collision and have gone into the lake. Fiscal year 1998 activities include the purchase of equipment. The primary goal of this project is to improve the EMS delivery system in Lake County.

Task 3**Life Support Delivery****Performance Measure(s)**

To improve the EMS delivery system by providing funding assistance for the purchase of five fully equipped ambulances, by September 30, 1998.

To improve data collection and reporting capabilities of pre hospital care data through the purchase of two computers, printers and software.

Attainment

Five ambulances were purchased and placed in service in the four California communities.

Laptop computers, printers and software were purchased and placed in service in Burney, Peninsula Fire Districts and Eastern Plumas Hospital District to aid in the collection of pre-hospital care data.

EM9704 - Burney Fire District

Initiated in fiscal year 1997 the “Burney Fire District–Ambulance Project” was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for 25 percent of the cost of the purchase of a fully equipped ambulance to provide for rapid and reliable transport of collision victims to a medical facility and a computer to collect pre hospital care data. Fiscal year 1998 activity included the deployment of the ambulance. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system to Burney Fire District communities through the replacement of outdated and unreliable ambulance and to improve data collection and reporting capabilities.

EM9706 - Peninsula Fire District

Initiated in fiscal year 1997, the “Peninsula Fire District–Ambulance Project” was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for 25 percent of the cost of one fully equipped ambulance to provide for rapid and reliable transport of collision victims to a medical facility and a computer to collect pre hospital care data. Fiscal year 1998 activity included the deployment of the ambulance. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system through the replacement of an outdated and unreliable ambulance and to improve data collection and reporting capabilities.

EM9709 - Petaluma Fire Department

Initiated in fiscal year 1997, the “Ambulance Replacement Project” was continued into fiscal year 1998 and ended December 31, 1997. The project provided funds for 25 percent of the cost of a new type III ambulance. Fiscal year 1998 activity included the deployment of the ambulance and hosting a “Business After Hours” event for local Petaluma businesses. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system in Petaluma through the replacement of an outdated and unreliable ambulance.

EM9716 - Mono County Sheriff s Department

Initiated in fiscal year 1997, the “Mono County Ambulance Project” was continued into fiscal year 1998 and ended January 30, 1998. The project provided funds for 25 percent of the cost of two fully equipped type I ambulances to provide for rapid and reliable transport of collision victims to a medical facility. Fiscal year 1998 activity included the deployment of the two vehicles. The primary goal attained in fiscal year 1998 was to improve the EMS delivery system in Mono County through the replacement of two outdated and unreliable ambulances.

EM9803 - Eastern Plumas District Hospital

The “ Eastern Plumas Health Care-ambulance Project” was initiated July 1, 1998 and will become operational January 1, 1999. The project provides funds for a computer, printer and software for data collection and 25 percent of the cost of a fully equipped ambulance. Fiscal year 1998 activities include the purchase of the computer, printer and software and the development of specifications for the ambulance. The primary goal of this project is to improve EMS delivery to victims of motor vehicle collisions within the Eastern Plumas Hospital District service area.

EM9811 North Coast EMS

The “First Responder Rescue Ambulance” project was initiated July 1, 1998 and will become operational January 1, 1999. The project provides funds for 25 percent of the purchase of two fully equipped ambulances. Fiscal year 1998 activities include the purchase of two ambulances. The primary goal of this project is to improve the EMS delivery system in Trinity County through the replacement of unreliable equipment.

EM9815 Sonoma Fire Department

The “Ambulance Replacement Project” was initiated July 1, 1998, and become operational October 1, 1998. The project provides funds for 25 percent of the cost of one fully equipped ambulance and traffic safety educational materials for presentations in local schools and at community fairs. The primary goal is to improve the EMS delivery system in Sonoma through the replacement of an outdated and unreliable ambulance and to improve data collection and reporting capabilities.

Task 4**Data Collection & Communications Systems****Performance Measure(s)**

To in the development, and upgrade of outdated and unreliable EMS communication systems.

To establish data linkage programs to enable providers to determine patient outcome and injury prevention strategies.

Attainment

An eleven county area has been surveyed to determine software and hardware needs.

EM9807 Mayers Memorial Hospital

The “ Northern California EMS Data Server Project” was initiated July 1, 1998, and will become operational October 1, 1998. The project provides funds for the purchase of computer hardware, software, project administration and programming. Fiscal year 1998 activity included the surveying of an eleven county area to assess hardware and software needs. The primary goal of this project is to improve and expand the data collection and reporting capabilities of the existing Pre-hospital Care Reporting and Database System.

Task 5
EMS Training

Performance Measure(s)

To provide innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.

To provide State Fire Marshall certified extrication training programs.

Attainment

No activity

Task 6
Statewide EMS Assessment

Performance Measure(s)

To provide funding to the state EMSA to assist OTS in designing and conducting a statewide EMS assessment to determine the needs of EMS regions and establish priorities for funding assistance.

Attainment

No activity

HD TRAFFIC ENGINEERING AND OPERATIONS (FHWA)

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide the necessary staff to plan, coordinate monitor and audit the projects in this PSP.

Attainment

Twenty-one projects were active under PSP 98-HD in fiscal year 1998. Ten projects were initiated during fiscal year 1998 and the remaining eleven projects were continued from prior years. During the fiscal year there were five pre-operational, four grantee performance reviews and ten on-site evaluations. Five final reports were reviewed and accepted.

Task 2

Engineering Support Data Systems

Performance Measure(s)

To improve the engineering data systems in seven jurisdictions, by providing computers and software, by September 30, 1998.

Attainment

Fifteen projects were active under this task during fiscal year 1998. Four of these have been completed.

HD9704 County of Santa Clara

The "Traffic Data Management Program, Phase II" project was continued into fiscal year 1998. This project is a phase II augmentation of a countywide Geographic Information System (GIS) project previously developed and implemented using an OTS grant (HD9303). The augmentation project has automated and addressed three specific functions. Pavement marking and stripping inventory traffic signal inventory and traffic volume information, and management. The county selected a consultant via a county issued Request for Proposal (RFP). The project is being administered and coordinated by the county staff and progress relative to the established goals and objectives has been steady. The project encountered problems in rectifying the street layout table but the identified problems have been overcome. System testing is underway and the project completion is expected by March 30, 1999.

HD9709 City of Fullerton

The "Computerized Collision Database and Analysis System" project was continued into fiscal year 1998 and ended December 31, 1997. The City implemented a Geographical Information System (GIS) as the solution for this issue. A consultant developed and implemented the system software. The

necessary hardware to support the system was purchased by the City. The collision software has been fully installed and tuned. Engineering Department personnel have been trained on system usage and maintenance. Engineering personnel will be training Police Department personnel in the usage of the system and software. The software implemented, loads SWITRS files electronically. The software calculates collision rates, provides collision tracking for analysis, identifies high collision locations and plots all collision locations onto an electronic map of the City. The software also provides a full compliment of hardcopy reports on captured data. The software is also networkable which allows for data entry, retrieval and reporting from any network terminal.

HD9710 City of San Diego

The "Traffic Collision Surveillance Program" project was continued into fiscal year 1998 and ended September 30, 1998. This project has developed and implemented a computerized collision database to provide on-line collision tracking and analysis. The project funding provided for hardware and software and consultant services. The project has concluded on a timely basis. A consultant was selected for Geographic Information System (GIS) data conversion and data reconciliation. To continue, the grantee has entered into a Memorandum of Understanding (MOU) for continued data processing support. Data modeling for the data to be captured by the new system was also undertaken and completed. The system is in place and being used by the grantee agency.

HD9711 City of Montebello

The "Hazard Identification and Improvement Program" project initiated October 1, 1996 was continued into fiscal year 1998 and ended December 31, 1997. The city issued a Request for Proposal and selected a consultant to implement the project. Jointly, the city and the consultant gathered data on collisions and speed counts and volume counts. In addition, eleven years of collision information have been entered into the new database for the collision analysis software. As a result, a high collision location list for the city has been developed. Each collision location in the city has been identified and pin-mapped. Mitigation measures cost estimates and project prioritization for these locations are currently being developed.

HD9712 City of Eureka

The "Geographic Information System" project was continued into fiscal year 1998 and ended April 30, 1998. The project automated the collision analysis function and the Traffic Control Device Inventory (TCDI) on 125 miles of city roadways. The TCDI data was gathered by temporary help and the data input into the new system. Five years of collision data has been prepared and downloaded into the new system. As planned, the project has identified 35 high collision locations in the city of Eureka.

HD9801- City of Inglewood

The "Traffic Control Device Inventory (TCDI)" project was initiated on July 1, 1998. The project provides funds for the development of an automated TCDI and for that data collection effort necessary to develop a comprehensive program. The goal of this project is to provide the city with a TCDI that will interface with the city's existing Geographic Information System (GIS) and to develop a database that can be utilized to create a maintenance schedule to plan maintenance and replacement roadway signage before significant sign degradation occurs. Currently, the city is exploring the software and hardware alternatives relative to this project.

HD9804 - City of South Gate

The "Hazard Identification and Improvement Program" project was initiated on July 1, 1998. The project provides funds to develop and adopt a software program that will provide the basis for the identification and correction of ten high collision locations throughout the city. The software program will continue to be applied on an ongoing basis to detect and adjust mitigation and improvement priorities. The grantee is evaluating software suitable to meet the project goals and objectives.

HD9803 - City of Gardena

The "Computerized Regulatory Signs/Traffic Control Device Inventory System" project was initiated on July 1, 1998. The project provides funds for the purchase of hardware, software and expert services. Evaluation of software is underway. The project goal is to use the data gathered during the project to reduce the number and severity of the collisions within the city. This goal will be achieved by developing a comprehensive automated control device inventory.

HD9806 - City of South Lake Tahoe

The "Traffic Control Device Inventory (TCDI)" project was initiated on July 1, 1998. The software and the hardware have been purchased by the grantee. The project personnel has been assigned and the data is being gathered and input into the newly purchased database. The project is intended to provide an accurate and usable inventory of control devices within the city.

HD9811 - City of Hollister

The "Computerized Collision Database and Analysis System" project was initiated on July 1, 1998. The grantee has issued a Request for Proposal

(RFP) and selected a vendor, software and hardware. The project will create an effective, easily maintained Geographic Information System (GIS) based collision analysis system. The system will provide city transportation engineers traffic enforcement officers and agency directors with timely and accurate information relative to high collision locations upon which to base decision making regarding mitigation efforts by the Department of Public Works (DPW) and enforcement efforts by the police department.

HD9812 - City of Costa Mesa

The "Traffic Control Device Inventory (TCDI)" project was initiated on July 1, 1998. The grantee has developed a Request for Proposal (RFP) for the selection of a vendor. The project provides for the software and consultant services to develop a system that will interface with the city's existing Geographic Information System (GIS). The goals of this project are to create an efficient and easily maintained automated TCDI that will supply data that can be used to mitigate the frequency and severity of collisions in the city of Costa Mesa.

HD9813 - City of Lodi

The "Traffic Control Device Inventory (TCDI)" project was initiated on July 1, 1998. The project provides funds for software, data collection activities, aerial photographs and consultants. The grantee is in the process of developing a Request for Proposal (RFP) for selection of the provider of expert services. The goal of the project is to provide a safe environment for pedestrians and drivers by providing correct and properly installed and maintained traffic control devices.

HD9814 - City of Salinas

The "Traffic Control Device Inventory (TCDI)" project was initiated on July 1, 1998. The project funds were used to hire temporary project personnel, programmers and mileage costs of personnel incurred as a part of the data collection. The TCDI has been completed along with an assessment of control device condition and a schedule of maintenance. A process has been established for citizens to report missing and damaged signs. Since the goal of the project is to develop a comprehensive, accurate and automated inventory of all regulatory, warning and guidance signs within the city, the project is nearly completed.

HD9815 - City of Manteca

The "Engineering Data Maintenance" project was initiated on July 1, 1998. The project funds will be used to purchase hardware and software for the maintenance of a Traffic Control Device Inventory (TCDI). The hardware and software have been acquired by the grantee and the data gathering is underway. The goal of the project is to provide the city with the tools to automate and maintain a system of essential engineering data to promote a reduction in the frequency and severity of the collisions.

TR9502 - City of Los Angeles

Initiated in fiscal year 1995, the current "Transportation Automated Records System Replacement Project" was continued into fiscal year 1998. The three-year backlog of collision data has been eradicated and the data entered into the new system. Grantee issued an RFP and selected a consultant to develop the street routing index. This index was used to relate collision data to specific locations within the city. Mapping and database applications have been purchased and installed and staff have been trained in system usage and system maintenance. Global Positioning Satellite (GPS) technology has been employed for mapping roadways and to allow for a seamless integration of this data into the city's GIS system. Networking the system to allow for data sharing among various city departments is nearly completed. Agency estimates that networking will be completed by late 1998 or early 1999.

Task 3**Roadway Improvement Program****Performance Measure(s)**

To install minor improvements on the roadways of two jurisdictions by September 30, 1998.

Attainment

Two projects were active under this task during fiscal year 1998.

HD9713 - West Hollywood

The "Pedestrian Crosswalk Lighting" project was initiated October 1, 1996 and continued into fiscal year 1998. The consultant hired by the city has conducted the "before" studies at the proposed sites. There has been some delay in the project progress. The city would not allow installation of the device until product specifications on the crosswalk lighting device were delivered. Since the device was "experimental" and evolving, no specifications were readily available on the device. Consultant and manufacturer were able to produce satisfactory data for the city and the project is again moving forward. "After" studies will be conducted by a consultant once installation of the device(s) is completed.

HD9802 - County of Siskyou

The "Traffic Volume Count" project was initiated on July 1, 1998. The project provides funds for the purchase of traffic counters, a laptop computer and

miscellaneous traffic counter attachments. Thus far the grantee has conducted a needs assessment on the counters and the laptop computer and appropriate models of each have been ordered. The goal of the project is to upgrade the traffic counting equipment in the county to conduct more efficient and effective traffic counting studies.

Task 4

Engineering Analysis and Reporting

Performance Measure(s)

To provide enhanced analysis and reporting capabilities to jurisdictions undertaking such projects.

Attainment

No projects were active under this task during fiscal year 1998.

Task 5

Education and Training

Performance Measure(s)

To provide improved engineering expertise to three jurisdictions by September 30, 1998.

Attainment

Three projects were active under this task during fiscal year 1998. Two of the projects were completed during fiscal 1998.

HD9601 Regents of the University of California

Initiated in fiscal year 1996, the "Safety through Highway Maintenance and Construction Zones" project, was continued into fiscal year 1998. The project continues to provide training to public agency personnel and to private sector contractors on the safest and most effective methods to establish construction and maintenance zones. During this fiscal year there was 27 course offerings with 1,160 attendees. This project continues a nationally recognized training program initiated by the Institute for Transportation Studies (ITS) at the University of California, Berkeley. The two-day training sessions are held throughout the state for public agencies and private companies responsible for performing construction and maintenance work on streets and highways. The primary goal of the program is to improve the safety of workers and motorists through construction and maintenance zones.

HD9603 - City of Lake Elsinore

Initiated in fiscal year 1996, the "Lake Elsinore Program for School Pedestrian Safety" project was continued into fiscal year 1998 and ended January 30, 1998. The project was designed to enhance school child pedestrian safety. The city selected an engineering consultant to implement the program and

develop “safe routes” brochures with maps (in both English and Spanish) for each of the city’s elementary, middle and high schools.

HD9706 - City of Santa Ana

Initiated in fiscal year 1997 the “Comprehensive Pedestrian Safety Program” project was continued into fiscal year 1998 and ended November 30, 1997. This project provided funds to perform crosswalk studies at controlled and uncontrolled intersections and mid-block street segments. The study is intended to provide data on the viability of specific crosswalks the associated signage and pavement markings. The ultimate goal is to reduce the number of pedestrian involved collisions within the city. Educational brochures in English and Spanish and Vietnamese have been printed and distributed to citizens.

Task 6

Traffic Engineering Expertise

Performance Measure(s)

To provide training and to conduct administrative review of engineering programs in numerous jurisdictions.

Attainment

No projects were active under this task during fiscal year 1998.

Task 7

Program Evaluation

Performance Measure(s)

To evaluate the California Traffic Safety Program.

Attainment

One project was active under this task during fiscal year 1998.

HD9511 - University of California Berkeley

Initiated in fiscal year 1995, the "Evaluation of OTS Safety Programs" project was continued into fiscal year 1998. The project costs include the salaries and benefits for professional staff, travel to selected sites, supplies and office services, plus indirect costs. The project performed by University of California, Berkeley, Institute of Transportation Studies (ITS) reviews OTS programs, methods and processes to determine where improvements can be made in project selection and evaluation. During this fiscal year the grantee identified appropriate projects in each of the OTS program areas for inclusion in the joint (UC Berkeley, OTS, grantees) development of measurable goals and objectives. The project is intended to improve problem identification, project selection, project performance measurement and overall project evaluation.

PS PEDESTRIAN AND BICYCLE SAFETY PROGRAMS

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

This task provided for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 1999 Highway Safety Plan/Benchmark Document.

Attainment

Thirty-six projects were active under this program area during fiscal year 1998. Eighteen projects were initiated during fiscal year 1998 and the remaining 18 were continued from prior years. During fiscal year 1998, there were 25 on-site evaluations, one pre-operational and 11 grantee performance reviews, and two final reports were reviewed and accepted.

Task 2

Safety Education

Performance Measure(s)

This task provided funds to local jurisdictions and their communities for establishing traffic safety education programs. Additionally, the State Department of Education developed and released a traffic safety curriculum to all schools, grades K-12.

Attainment

Eight projects were active under this task during fiscal year 1998. Three projects were initiated in fiscal year 1998 and the remaining five were continued from prior years.

Collectively, these projects generated 30 presentations to an audience of approximately 2,690 and disseminated 10 media releases and newsletters. These projects were also responsible for conducting 2 traffic safety rodeos for 540 students, distributing 445 bicycle helmets, issuing 9 citations for bicycle helmet violations and holding two court diversion classes for violators of the bicycle helmet law during fiscal year 1998.

CP9506 - San Marino Police Department

Initiated in fiscal year 1995, the "Community Traffic Safety Program" continued into fiscal year 1998 and ended October 15, 1997. Funds were provided for a traffic officer salary, DUI Team overtime, travel for training, officer robot (Safety Sam), hand-held and dash-mounted radar units, a computer system, a camcorder, training, educational materials, bicycle rodeos, pylons and signs. This program was inactive during fiscal year 1998.

CP9511 - California State Department of Education

Initiated in fiscal year 1995, the "California Student Injury Prevention Project (CSIPP)" continued into fiscal year 1998 and ended December 31, 1997. Project funds provided for personnel, travel, contractual services for the development of the curriculum and framework as well as a program evaluator, copier, computers, a fax machine, printing, editing, mailing, equipment maintenance, instructional materials, computer software, other office equipment and training. Activities during 1998 included the final revision of the Student Safety Guide, which was piloted in 41 classroom in 4 counties and the Guide Review Committee, which met several times. A final product was submitted on December 31, 1997 and copies were distributed to all school districts throughout the state.

PS9702 - City of Artesia

Initiated in fiscal year 1997, "The Pedestrian and Bicycle Safety Awareness Program" continued into fiscal year 1998 and ended September 30, 1998. Funding was provided for personnel, travel, contract for a deputy sheriff, a laser radar gun, bicycle helmets, promotional and printed items, and bicycle rodeo equipment. This project concentrated in improving traffic safety and applying selective speed enforcement around schools. During 1998, various pedestrian and bicycle safety newsletters were distributed through the community, 15 traffic safety awareness sessions were conducted reaching approximately 2,050 people, one traffic safety rodeo was conducted impacting 500 students with a distribution of 100 bicycle helmets. Bicycle helmet compliance increased by 30 percentage points from 20 percent to 50 percent.

PS9704 - City of Berkeley

Initiated in fiscal year 1997, the "Berkeley Bicycle and Pedestrian Safety Education" project continued into fiscal year 1998. Funding provided for personnel, travel, contract for the design of the brochure/poster/banner, printing, production and educational materials, slide projector with screen, VCR and monitor, event space rentals to conduct community presentations, push button plates for pedestrian crossings, postage, telephone, rent and utilities for office space, bicycle helmets, and a computer with printer. Activities during 1998 included the development of a bike safety video, one bicycle and one pedestrian public service announcements, a traffic safety poster (with a production of 5,000 color copies) and six traffic safety banners to be displayed throughout the city on a rotational basis. The program coordinators conducted 14 presentations to the community, developed five press articles and distributed 345 helmets.

PS9715 - Los Angeles Unified School District

Initiated in fiscal year 1997, the "Large Vehicle Pedestrian Safety" project continued into fiscal year 1998 and ended September 30, 1998. This project provided funds for a contract with Video Production Services, printing and educational materials. Fiscal year 1998 activities included the development and production of the 15-16 minute video titled *Big Wheels, Little Kids*, and two public service announcements.

PS9804 - City of Cupertino

The "Comprehensive Pedestrian and Bicycle Safety" program was initiated August 1, 1998, and will become operational in fiscal year 1999. The project provides fund for personnel, contractual services, and educational materials. Project activities will include the development of a public service announcement, a pedestrian and bicycle safety brochure, and pedestrian and bicycle workshops at eight elementary schools.

PS9810 - Los Angeles County

The "Parent Traffic Safety Education and Senior Citizen Pedestrian Education Program" was initiated July 1, 1998, and will become operational in fiscal year 1999. The project provides funds for personnel, video, slide show, and educational materials. Project activities will include development of a Parent Traffic Safety Program to be conducted in conjunction with PTA meetings. These community-based workshops will be conducted at 600 schools. In addition, a Senior Citizen Traffic Safety Education Program will be developed and conducted at 200 workshops in multi-purpose centers serving the targeted population.

PS9820 - City of Walnut Creek

The "Comprehensive Pedestrian and Bicycle Safety" program was initiated July 1, 1998. The project provides funds for contractual services, personnel, education and promotional materials. Project activities for fiscal year 1998 included the establishment of a community outreach program to educate bicyclists, pedestrians, and drivers on pedestrian and bicycle safety issues, the planning for an annual one-week promotional event to be held in October, the distribution of special bicycle commuter safety equipment, helmets and the development of a public information campaign. Also, two bicycle court diversion classes for bicycle helmet law violators, a bicycle safety rodeo impacting 40 children and a school assembly for 640 students were held during the first three months of the project.

**Task 3
Pedestrian and Bicycle Safety Programs****Performance Measure(s)**

Programs funded under this task targeted primarily bicycle and pedestrian safety through a variety of approaches. A special effort was to identify and target populations at most risk as well as the cause of the collisions involving bicyclists and pedestrians.

Attainment

Seven projects were active under this task during fiscal year 1998. Two projects were initiated in fiscal year 1998 and the remaining five were continued from prior years.

Collectively, these projects generated 81 enforcement operations, 1044 citations, 43 bicycle rodeos impacting 272,378 students, 137 traffic safety presentations for an audience of 10,469, and the distribution of 1,663 bicycle helmets.

CP9518 City of Menlo Park

Initiated in fiscal year 1995, the "Menlo Park Bicycle Safety Education Program" continued into fiscal year 1998, and ended September 30, 1998. This project provided funds for personnel, travel, educational and enforcement consultants, educational materials and bicycle helmets. Fiscal year 1998 activity included training to the community (Effective Cycling Road), a contract with Safe Moves to implement the 97-98 school year program completing 13 presentations and five bicycle rodeos impacting 869 students, and the distribution of 518 helmets. Also, this program hosted the Effective Cycling Road I and the Effective Cycling Instructor Certification courses.

PS9706 City of Lodi

Initiated in fiscal year 1997, the "Bicycle and Pedestrian Safety Program" continued into fiscal year 1998. This project provided funds for personnel, travel, rodeo and presentation equipment, bicycle helmets, printing, the development of the suggested route to school maps, educational and promotional materials, and office supplies. Activity during fiscal year 1998 included 6 bicycle rodeos impacting 1,550 students, 1,000 helmets were distributed, 278 helmet citations were issued, and 6 traffic safety presentations were conducted for an audience of 2,850 people. Bicycle helmet usage surveys reflected an increase of 19 percentage points from 66 percent to 85 percent.

PS9707 City of Los Angeles

Initiated in fiscal year 1997, the "Bicycle and Pedestrian Safety Education Program" continued into fiscal year 1998. This project provided funds for travel, and contractual services for the school bicycle safety and transit education and the traffic safety awareness program for senior citizens. Activity for fiscal year 1998 included a survey showing 54 percent bicycle helmet compliance, 89 parent seminars, which impacted 4,009 people, 24 bicycle rodeos in which 269,585 students participated, a citywide awareness campaign, public service announcements, and several media events.

PS9710 San Mateo County Sheriff's Office

Initiated in fiscal year 1997, the "Bicycle Education and Enforcement Program (BEEP)" continued into fiscal year 1998. This project provided funds for deputy overtime, travel, radar trailer, three patrol bicycles, educational material, five portable radios and headsets, hand-held radar units, bicycle racks for vehicles, and a public information campaign. Fiscal year 1998 activity included the deployment of the radar trailer for 243 days followed by a total of 81 traffic enforcement operations, 15 presentations to the community impacting 530 people and an increase in speed citations to 1,044.

PS9711 City of West Hollywood

Initiated in fiscal year 1997, the "Comprehensive Pedestrian and Bicycle Safety Outreach Program" continued into fiscal year 1998. This bilingual project provided funds for personnel, travel, bicycle helmets, and educational and promotional materials. Activities for the 98 fiscal year included the publication of articles in various newsletters; pedestrian safety seminars for senior citizens; sting operations to cite either motorists, cyclists or pedestrian violators; the production of public service announcements in Russian; a traffic safety song performed by children; three bike rodeos impacting 114 students; the distribution of 145 helmets; visual surveys showing a 68 percent bicycle helmet compliance; and four presentations for an audience of 106.

PS9802 - City Of Sacramento

The "Captain Jerry Traffic Safety Program" was initiated July 1, 1998, and will become operational October 1, 1998. The project provides funds for personnel, video production, TV/VCR, travel, educational materials, rodeos and operating expenses. Project activities will include 450 hours of "Captain

Jerry” for school presentations, and rodeos at school sites to increase traffic safety education for elementary school age children. Pre-operational activities included four traffic safety presentations to 1,600 children and the hiring of a half-time position to coordinate activities related to the program at Safetyville U.S.A.

PS9807 - Arroyo Grande Police Department

The “Comprehensive Traffic Safety Program” was initiated September 1, 1998, and will become operational October 1, 1998. The project provides funds for personnel, helmets, and educational materials. Project activities will include elementary school educational programs, and bicycle rodeos. to increase helmet law compliance, and to decrease bicycle collisions.

Task 4

Community Based Pedestrian and Bicycle Safety Programs

Program Measure(s)

This task will provide funds to assist local jurisdictions in the establishment of traffic safety education programs at all age levels in their communities. Support is provided for personnel, materials, contractual services for traffic safety education and public information.

Attainment

Four projects were active under this task during fiscal year 1998. All four projects were initiated in fiscal year 1998.

Collectively, 31 presentations were offered to an audience of 1,201,230 helmets were distributed, and seven bicycle rodeos were held impacting 604 students.

PS9809 - City Of Pasadena

The “Pasadena’s Youth and Senior Citizen Traffic Safety Project” was initiated July 1, 1998. The project provides funds for contractual services. Project activities since July included a total of 8 press releases, 25 classroom presentations for 1,047 students, 4 rodeos impacting 345 children, 123 helmets distributed and 234 helmets fitted. Safe Moves is conducting this program to educate the city’s youth and senior citizens on pedestrian and bicycle safety issues.

PS9812 - City Of Burbank

The "Burbank Youth and Senior Citizen Traffic Safety Program" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for contractual services. Project activities since July included 6 Safe Moves school-based workshops for 154 students, one rodeo impacting 127 children, and the distribution of 107 low-cost helmets.

PS9819 - City Of Mountain View

The "Pedestrian and Bicycle Safety Program" was initiated February 1, 1998. The project provides funds for personnel and contractual services. Project activities included the planning and establishment of the program by meeting with several agencies, school district personnel and businesses, 2 community-based rodeos impacting 132 children and 121 parents, one monthly release and a survey showing 55 percent helmet compliance.

PS9821 - City and County of San Francisco

The "Bicycle and Pedestrian Traffic Safety Program" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for personnel, travel, educational materials, and indirect costs. Project activities will include the development and implementation of a comprehensive bicycle and pedestrian safety program to identify the five most effective measures to reduce pedestrian and bicycle collisions in the City and County of San Francisco.

Task 5**Local Community Traffic Safety Programs****Program Measure(s)**

Programs within this area addressed more than one traffic safety need utilizing multiple approaches including media activity, bicycle rodeos, presentations, and enforcement. Funds expended for these programs include personnel, travel, contractor fees, computers, police bicycles, bicycle helmets, office supplies and expenses, educational and promotional materials, bicycle rodeo supplies, and public service announcement development.

Attainment

Fourteen projects were active under this task during fiscal year 1998. Seven projects were initiated in fiscal year 1998 and the remaining seven were continued from prior years.

Collectively, 253 presentations were offered to an audience of 8,016, 2,336 helmets were distributed, 21 enforcement operations were conducted and the radar display units were deployed 478 times generating a total of 904 citations. Also, 56 bicycle rodeos were held impacting 10,004 students.

CP9519 Santa Cruz County Health Services Agency

Initiated in fiscal year 1995, the "Community Traffic Safety Program II" continued into fiscal year 1998 and ended February 28, 1998. This project provided funds for personnel, travel, contractual services, duplicating, office expenses and educational materials and incentives. Fiscal year 1998 activity included the review and training of local newspapers to highlight positive bicyclist behaviors, monthly coalition meetings, 18 presentations by the Bicycle Safety Speakers Bureau at six elementary schools impacting 410 students, and the establishment of a permanent low-cost bicycle helmet program. Bicycle helmet usage among the targeted Latino middle school population increased 23 percentage points from 20 percent to 43 percent.

PS9701 Alameda County Office of Education

Initiated in fiscal year 1997, the Alameda County's "Safe Ways" to School project continued into fiscal year 1998. This project provides funding for personnel, travel, and contractual services. Also, funds are provided for printed and educational materials, incentives, helmets, bicycle parts, a laptop computer and a printer. Activities for 1998 included 178 bicycle safety presentations for an audience of 1,415, four Bicycle Derby Days impacting 180 children, the distribution of 127 helmets, a monthly Citation Alternative Program serving a total of 127 cited youth, park monthly events, after school "Cycle Safe" classes and 10 elementary schools adopting the "Safe Ways To School" curriculum.

PS9703 Town of Atherton

Initiated in fiscal year 1997, the "Atherton Traffic Safety Project" continued into fiscal year 1998. This project provides funds for police personnel, travel, a fully equipped police motorcycle, bicycle helmets, radar unit, bicycle rodeo equipment, and promotional and printing materials. During 1998, activity included two bike rodeos impacting 350 students, 37 helmets were distributed, 51 bicycle helmet citations were issued and the radar trailer was deployed 203 times generating 540 speed-related citations. Press articles were published in the local newsletter, which reaches all Atherton homes. Bicycle helmet compliance increased by 14 percentage points from 76 percent to 90 percent.

PS9705 City of Lemon Grove

Initiated in fiscal year 1997, the "Pedestrian and Bicycle Safety Training and Helmet Program" continued into fiscal year 1998. Funding was provided for enforcement officer time and overtime, travel, contract for a speed survey study, a radar trailer, bicycle helmets, rodeo equipment, promotional materials and a public information campaign. During fiscal year 1998, activity included the distribution of 88 helmets and bicycle safety materials during school

presentations, nine bike rodeos impacting 695 students and 31 presentations at community events with an audience of 1,861, the display of the radar trailer 215 times generating 1,063 speed related citations during 16 enforcement operations. Pedestrian fatalities and injuries for children under age 15 decreased by 25 percent from four to three.

PS9708 Pomona Police Department

Initiated in fiscal year 1997, the "Pedestrian and Bicycle Safety Program" continued into fiscal year 1998. This project provides funds for overtime, travel, bicycle helmets, computer, printer, crash dummy suit, audio visual equipment, printing, promotional materials, rodeo supplies, educational materials, trailer refurbish and public information campaign. Activity during fiscal year 1998 included conducting 14 bicycle rodeos reaching 1,741 students, distributing 1,388 helmets, increasing enforcement by issuing 617 citations for helmet law violations; and developing a billboard and a bus bench poster for citywide display.

PS9709 Rio Vista Police Department

Initiated in fiscal year 1997, the "Community Traffic Safety Program" continued into fiscal year 1998 and ended September 30, 1998. This project provided funding for police officer overtime, travel, a traffic safety consultant, a radar trailer, a computer system, a police bicycle, a hand-held radar, child safety seats, bicycle helmets, publicity, rodeo and educational materials, and incentives. During fiscal year 1998, activity included training officers in traffic safety issues, proper helmet fitting and use of speed trailer, traffic safety presentations for seniors, community traffic safety committee meetings, one bicycle rodeo impacting 120 students and two pedestrian safety presentations for an audience of 90, distribution of 121 helmets, increased enforcement of the bicycle helmet law to 11 citations, participation in one safety fair, the deployment of the radar trailer for speed enforcement operations generating a total of 592 speed law citations,. Bicycle helmet compliance increased 30 percentage points from 60 percent to 90 percent.

PS9716 California Highway Patrol

Initiated in fiscal year 1997, the "Pedestrian Corridor Safety Program" continued into fiscal year 1998. The project provides funds for two full time analysts positions, enforcement overtime for the department and allied agencies, computers and miscellaneous equipment and promotional materials. Project activities included the identification and selection of two sites within CHP jurisdiction which experience a disproportionate number of pedestrian-involved collisions in a statewide comparison: CHP South Los Angeles Area and CHP Modesto Area.

PS9801 - Gridley Police Department

The "Comprehensive Traffic Safety Program" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for radar trailer, educational materials, helmets, rodeo equipment and promotional materials. Project activities will include a bicycle safety program in three local elementary schools and one sponsored district-wide bicycle rodeo. Also, a low-cost helmet acquisition program and the coordination of a multimedia education campaign will be established.

PS9803 Vacaville Police Department

The "Comprehensive Pedestrian and Bicycle Safety Program" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for personnel, a public information campaign, bicycle helmets, educational materials, rodeo supplies and printing. Project activities during the first three months included the evaluation of school site surveys at two elementary and junior high school with the community, the hosting of a poster and essay contest for all 12 elementary schools in Vacaville collecting 359 entries, 20 selective enforcement operations at 15 local schools and seven articles published in the local newspaper. Future activities will include the development and implementation of a data tracking system to identify bicycle and pedestrian traffic issues, and development of an intensive bicycle and pedestrian traffic safety educational and enforcement program.

PS9805 - Montclair Police Department

The "High Collision Location Study and Safety Education Program" was initiated July 1, 1998 and will become operational October 1, 1998. The project provides funds for purchase of computer and software, bicycle education, and helmets. Project activities will include an establishment of diversion classes; identification of DUI locations and education presentations regarding traffic safety related issues.

PS9808 - City of Moreno Valley

The "Pedestrian and Bicycle Safety Program" was initiated August 1, 1998 and will become operational October 1, 1998. The project provides funds for laser guns, Safe Moves Safety Town, trailer, and training. Project activities will include the development of a program to educate juvenile pedestrians and bicyclist to cope with traffic environment. Also, school district and city staff will be trained to prepare teachers and other participants to present the "Safe Moves Traffic Simulation Training Course."

PS9811 - Alhambra Police Department

The "Comprehensive Traffic Safety Program" was initiated February 1, 1998. The project provides funds for public information campaigns, DUI checkpoints, roving patrols, pedestrian decoy enforcement operations, bicycle rodeos and helmets. Project activities for fiscal year 1998 included a total of nine pedestrian decoy operations, seven traffic safety rodeos impacting 4,900 students, 3 presentations for 164 people, 12 DUI/DL checkpoints, and an anti-DUI public information campaign in six languages (Armenian, Cambodian, Russian, Spanish and Native American Indian).

PS9822 - Santa Paula Police Department

The "Pedestrian and Bicycle Safety and DUI Enforcement Program" was initiated September 1, 1998 and will become operational October 1, 1998. The project provides funds for personnel, travel, bicycles, PAS devices, supplies and educational materials. Project activities will include bicycle and pedestrian safety presentations and demonstrations in schools, sobriety checkpoints in an effort to increase public awareness of traffic safety issues through educational handouts.

PS9823 - California Highway Patrol

The "Kidsafe" project was initiated January 1, 1998. Project funds provide personnel overtime, bicycle helmets, bicycle rodeos, public awareness promotional items and literature in both English and Spanish. The project efforts will focus in two California Highway Patrol Areas within the Border Division, El Cajon and El Centro. During fiscal year 1998, activities included 19 bicycle safety rodeos impacting 2,018 children, 22 traffic safety presentations incorporating pedestrian, bicycle and seat belt usage for 3,740 people, an intensive bilingual public information campaign; and the distribution of literature, public awareness items and 575 helmets.

Task 6

Statewide Bicycle Safety Programs

Performance Measure(s)

Programs within this task served to enhance bicycle safety throughout the State.

Attainment

Two projects were active under this program area during fiscal year 1998. One was initiated in fiscal year 1998 and the other continued from prior years.

CP9513 Contra Costa County

Initiated in fiscal year 1995, the "California Bicycle Safety Network" project continued into fiscal year 1998 and ended April 1, 1998. Project funds provided for personnel, travel, office supplies and printing for the establishment of a "Statewide Bicycle Safety Coalition" to promote bicycle safety in California. Also, contractual services were funded to assist with the implementation of the Bicycle Safety Network and to develop a resource directory. Activities during 1998 included the development and distribution of the "Top Ten Bicycle Safety Rules" handout in English and Spanish, published and distributed the statewide newsletter "The Safety Spoke," established the Bicycle Safety Video Lending Library with almost 50 titles, assisted and collaborated with other agencies to promote low-cost helmet programs, traffic calming, community development and a system for bicyclists to report hazardous conditions for safe cycling.

PS9806 Tulare County Office of Education

The "Expansion of the Friday Night Live (FNL) Kids Program" was initiated July 1, 1998. The project provides funds for personnel, printing, and travel. Project activities for the first three months of the program included the selection of six counties to implement of statewide expansion of FNL Kids alcohol and other drugs bicycle safety program, and the development of contracts for the awardee counties. The six counties selected for this program is: Butte, Kern, Madera, Riverside, San Luis Obispo and Stanislaus.

Task 7

Enhanced Traffic Safety Analysis

Performance Measure(s)

These programs provide data analysis of traffic patterns to develop traffic safety strategies for communities.

Attainment

One project was initiated under this program area during fiscal year 1998.

PS9814 - Santa Barbara County

The "Bicycle and Pedestrian Collision Database Project" was initiated July 1, 1998. The project provides funds for personnel, training, computer, and software. Project activities for the first three months of the project included the purchase and installation of a new computer equipment, the Arcview GIS software and the Intersection Magic Software package for identification of high pedestrian and bicycle collision locations throughout the unincorporated areas of Santa Barbara County.

MC MOTORCYCLE SAFETY

Task 1

Program Development and Administration Coordination

Performance Measure(s)

This task provided staff and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 1998 Highway Safety Plan/Benchmark Document.

Attainment

One project was active under this program area during fiscal year 1998, which continued from prior years. Activity included the review and acceptance of one final report.

Task 2

Motorcycle Helmet Analysis

MC9501 University of California, Los Angeles

Initiated in fiscal year 1995, the "Study of the Differential Effect of Non-DOT 218 Standard and DOT 218 Standard Helmets on Head Injuries" continued into fiscal year 1998 and ended December 31, 1997. This project provided funds for personnel, travel, supplies, a fax machine, mailing expenses and telephone. The study was concluded in fiscal year 1998 and the final report was written and distributed. The final report shows that three years of studies did not allow for the establishment of a relationship between helmet standard and head injury severity. This program showed multi-agency collaboration between epidemiologists, engineers, coroners and medical personnel. Interesting facts about "bogus" helmets and its users were found. Difficulties were encountered with the retrieval of "bogus" helmets because the users are either not getting into serious crashes or the helmet did not arrive at the hospital with the patient or was lost.

SB SCHOOL BUS SAFETY

Task 1

Program Development and Administrative Coordination

Performance Measure(s)

To provide planning, coordinating, monitoring, auditing, and support services to projects funded under this PSP, by September 30, 1998.

Attainment

One project was active under this task in fiscal year 1998. Activity included the review and acceptance of one final report.

Task 2

Statewide School Bus Safety Public Information Campaign

SB9701 - California Highway Patrol

The "School Bus Safety" project was continued into fiscal year 1998, and ended October 31, 1997. This project provided funds for public information campaign materials and supplies. Fiscal year 1998 activity included distribution of promotional items statewide to increase the public's awareness of the dangers to children in school bus loading/unloading zones.

VI. LEGISLATIVE SUMMARY

The 1997-1998 Legislative Session saw the introduction of over 5,000 legislative measures introduced and approximately 2,000 signed into law. During the second year of the Session, this legislative activity resulted in approximately 500 changes to the California Vehicle Code (CVC). Significant among the traffic safety legislation was a reorganization of the sections of the CVC relating to the operation of a motor vehicle under the influence of alcohol and/or drugs, as well as a complete revamping of the Ignition Interlock Device (IID) statutes.

Senate Bill (SB) 1186, authored by the Senate Committee on Public Safety, reorganized, renumbered and rephrased, making non-substantive changes to, numerous provisions in various codes, the intent of which was to make the DUI codes more user friendly. The bill was the product of seven years of collaborative efforts between staff of the Senate Committee on Public Safety, the Office of Traffic Safety, the California Highway Patrol, the Department of Motor Vehicles, the Department of Alcohol and Drug Programs, the District Attorney's Association, the Defense Attorney's Association, and various treatment provider programs.

SB 1115, authored originally by then Senator Bill Lockyer, sought sweeping and substantive changes to current IID statutes. The purpose of the bill was to revise and recast the ignition interlock provisions of the CVC, making them more user friendly, thereby encouraging usage. The California IID Task Force was established in response to the demonstrated failure of existing California IID law, and in an effort to develop a new IID law and program which more logically and harmoniously meshed with existing DUI countermeasures known to be effective, including license suspension and alcohol treatment. Since 1993, California has had a mandatory IID law for all convicted repeat DUI offenders. However, less than 15 percent of repeat offenders were sentenced to IID in 1995 and even fewer actually had the device installed. Judges were reluctant to mandate the IID for various reasons, including cost considerations, the lack of scientific evidence demonstrating the effectiveness of IID's and the logical inconsistency of requiring IID on a vehicle that the offender is not licensed to drive. The IID Task Force was comprised of representatives from all components of the DUI system, including law enforcement, the judiciary, treatment programs, administrative agencies, grass-roots organizations, the Legislature, and the IID industry, in an effort to develop a more rational, effective and acceptable IID program for California. Through a series of Task Force Meetings, sponsored under the auspices of OTS grant funding, the new program structure was developed by the Task Force, and program design was translated into legislative

language in SB 1115. However, due to unforeseen circumstances, Senator Lockyer was unable to continue carrying the bill. Freshman Assembly Member Tom Torlakson stepped in and incorporated the language of SB 1115 into Assembly Bill (AB) 762, which was subsequently signed by Governor Wilson.

Traffic Safety issues of ongoing importance to California include:

- Motorcycle helmet use;
- The inherent dangers associated with young and novice drivers, as well as their increasing population levels;
- Operation of motor vehicles under the influence of alcohol and/or drugs; and
- Use of seat belts and child passenger restraints.

AB 762 (Torlakson); As amended August 28, 1998

Delayed Operative Date: July 1, 1999

Vehicles: Ignition Interlock Devices

Gives the Department of Motor Vehicles (DMV) responsibility to administer ignition interlock device (IID) programs for driving under the influence (DUI) offenders. Specifically: (1) Requires the DMV to assume control over the IID program that is currently administered by the courts, court administration and county probation officers, only if multiple offenses are involved. (2) Provides that a court may require the DMV to prohibit a first time DUI offender from driving without an IID for up to three years. (3) Requires the DMV to order a two-year suspension of a person's driver's license if he or she is convicted of a DUI within seven years of a prior DUI. Allows an offender to apply to the DMV for a restricted license after completing 12 months of the suspension or probation period under specified conditions. (4) Provides that the court may direct the DMV to issue a restricted, not suspended, license that allows travel to employment or alcohol/drug treatment to a person convicted of a second DUI within seven years under specified circumstances. (5) Requires the court to order a three-year revocation of the person's driver's license if he or she is convicted of DUI with injury within seven years of a prior DUI. Allows an offender, after completing 18 months of the revocation period, to apply to the department for a restricted license under specified conditions. (6) Requires the DMV to order a three-year revocation of the person's driver's license if he or she is convicted of a third DUI within seven years. Allows an offender, after completing 18 months of the revocation period, to apply to the DMV for a restricted license where he or she complies with the IID requirements, shows proof of financial responsibility and completes an 18-month program or the first 18 months of a 30-month program. (7) Requires the court to order a four-year license revocation when a person is convicted of a fourth DUI

within seven years. Allows an offender, after completing 24 months of the revocation period, to apply to the DMV for a restricted license under specified conditions. (8) Requires the court to order a person convicted of driving with DUI-related suspended license to maintain an IID for up to three years. (9) Requires any person who fails three times to comply with IID maintenance requirements to have their license suspended or revoked for the full period imposed by law. (10) Includes within the provision requiring the DMV to immediately suspend the privilege to operate a motor vehicle, attempts by an offender to remove the IID. (11) Requires the DMV to report to the Legislature on or before January 1, 2002 regarding the ignition interlock program. (12) This bill has a delayed effective date of July 1, 1999 for the ignition interlock program and a sunset date of January 1, 2005. [Double joined with AB 1916 (Torlakson) and AB 2674 (Cardenas).] (As amended August 28, 1998)

Status: Chaptered, Chapt. 756, Stats. of 1998

AB 1382 (Olberg); As amended May 13, 1998

Vehicles: Crimes: Penalties

Increases the punishment for driving a vehicle while evading a peace officer and causing a specified injury or death.

Status: Chaptered, Chapt. 256, Stats. of 1998

AB 1634 (Ortiz); As amended June 3, 1998

Vehicles: Paratransit Vehicles

Prohibits a person who is employed as a driver of a Paratransit vehicle from operating that vehicle unless the person (a) has in his or her immediate possession a valid driver's license of a class appropriate to the vehicle driven, endorsed for the transportation of passengers, and a valid certificate, other than a farm labor vehicle certificate, issued for specified vehicles and (b) successfully completes, during each calendar year, 4 hours of training administered by, or at the direction of, the person's employer or the employer's agent on the safe operation of Paratransit vehicles and 4 hours of training on the special transportation needs of persons who regularly use Paratransit vehicles he or she is employed to transport. Requires all Paratransit vehicles to be regularly inspected and maintained, as specified, and would require all owners or operators of those vehicles to document the inspection and maintenance, as specified. Requires all drivers of Paratransit vehicles, and the employers of those drivers, to comply with specified federal regulations and other provisions relating to controlled substances and alcohol use and testing. Requires the employers or operators of those drivers to participate in the pull notice system, as defined. A violation of these provisions would be an infraction in some cases and a misdemeanor in other cases.

Status: Chaptered, Chapt. 241, Stats. of 1998

AB 1788 (Wright); As amended August 24, 1998

Prostitution: Suspended Driver's License

Authorizes a judge to suspend the driving privileges for up to 30 days of a person convicted of soliciting or engaging in prostitution within 1,000 feet of a residence with the use of a vehicle. Also authorizes the court to restrict a person's driving privileges, for not more than six months, to driving to and from work or school and for employment purposes. Expands to any city and county that desire to adopt the program, a county pilot program that implement procedures to declare any motor vehicle a public nuisance when the vehicle is used in the commission of specified crimes relating to prostitution. Repeals the sunset of January 1, 1999.

Status: Chaptered, Chapt. 758, Stats. of 1998

AB 1916 (Torlakson); As amended August 25, 1998

Driving Offenses: DUIs

Requires the court, as a condition of probation, to refer a first time DUI offender whose blood alcohol concentration is less than 0.20 percent to attend at least a three-month or longer licensed program, consisting of at least 30 hours of program activities. Requires the court, as a condition of probation, to refer a first-time DUI offender whose blood alcohol concentration is more than 0.20 percent, or who refused to take a chemical test, to participate in at least a six-month or longer licensed program, consisting of at least 45 hours of program activities. Requires the court clerk to indicate the duration of the court-ordered program in the abstract that is forwarded to the Department of Motor Vehicles (DMV). Provides that all counties must develop, implement, operate and administer an alcohol and drug problem assessment program for any person who is convicted of a second DUI and once fails to comply with the rules of the program. Also, the court may order any person convicted of a DUI to participate in the assessment program. Requires each county on January 1, 2000, to prepare, or contract to be prepared, an alcohol and drug assessment report on each person ordered by the court to participate in an alcohol and drug problem assessment program. Requires the assessment report to be submitted to the court and requires the court to order the person to complete the recommendations set forth in that report. Provides if the court elects not to order the completion of the recommended plan, the court must specify on the record its reason for not adopting the recommendations. Requires the State Department of Alcohol and Drug Programs (DADP), not later than September 30, 1999, to establish minimum specifications for alcohol and other drug problem assessments and reports. Requires that an alcohol and other drug problem assessment report must be made by the program provider on each person who is a repeat offender who has failed the program once and must include additional treatment needed and be delivered to the court within 60 days of enrollment. The court or probation officer must use the report to determine additional treatment needed. Raises the assessment to

be levied under the above provisions from \$75 to \$100, and provides that the programs enacted in this bill must be evaluated by the DMV. [Double joined with AB 762 (Torlakson).]

Status: Chaptered, Chapt. 656, Stats. of 1998

AB 2062 (Cardenas); As introduced

Vehicles: Safety Belts: Taxicabs

Exempts from the safety belt requirement the operator of a taxicab when the taxicab is driven on a city street and is engaged in the transportation of a fare-paying passenger.

Status: Chaptered, Chapt. 471, Stats. of 1998

AB 2066 (Sweeney); As amended August 20, 1998

Vehicles: Peace Officers: Fleeing: Driver's Handbook

Increases the penalties for persons who are convicted of evading a pursuing peace officer while operating a motor vehicle under specified circumstances. Requires a punishment of mandatory jail time in state prison or confinement in county jail of not less than 6 months. In addition allows the court to impose both jail time and a fine for any person convicted of a felony or misdemeanor under this section of not less than \$1,000 and not more than \$10,000. Authorizes the Department of the California Highway Patrol to undertake a statewide publicity campaign, if funding is available, to convey to the public the seriousness of the offense and penalties associated with a violation.

Status: Chaptered, Chapt. 472, Stats. of 1998

AB 2132 (Assembly Transportation Committee); As amended August 24, 1998

Transportation

Among other things, eliminates the 15-day or more period for courts to report information regarding an individual's failure to appear, and failure to pay to the DMV. Also authorizes the DMV to include information to a driver's record regarding an individual's failure to appear, and failure to pay, if the bank dishonors the individual's payment. Clarifies that a vehicle may not be parked so that it extends over a sidewalk. Restricts the use of blue lights on bicycles/motorized bicycles to law enforcement officers, while in the line of duty.

Exempts from the safety belt requirement, a driver engaged in the collection of solid waste or recyclable materials if he or she is restrained by a safety belt prior to commencing and subsequent to completing the collection route.

Status: Chaptered, Chapt. 877, Stats. of 1998

AB 2197 (Washington); As amended August 24, 1998

Traffic Violations: Maximum Fine

Provides that upon a showing that payment of a fine would be a hardship on the defendant or his or her family, a court may sentence the defendant to perform community service in lieu of the total fine to be imposed. Provides for purposes of this provision, community service work be valued at an hourly rate applicable to community service work performed by criminal defendants.

Status: Chaptered, Chapt. 1061, Stats. of 1998

AB 2222 (Hertzberg); As amended July 21, 1998

Vehicles: Speed Limits: Enforcement: Radar

Exempts "school zones" from the speed trap law. Defines "school zone" as an area of road contiguous to a school building or the ground thereof, and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. Extends the requirement that an engineering and traffic survey (ETS) be conducted within five years to within seven or 10 years prior to the date of an alleged speed violation, if the enforcement of the speed limit involves the use of radar provided the following criteria are met: (1) The officer issuing the citation has successfully completed a certified Commission on Peace Officer Standards and Training (POST) course of no less than 24 hours on the use of radar, and an additional 16 hours of certified POST training when lasers or other electronic devices are used to measure speed. (2) The prosecution proved the speed of the accused was unsafe, and that prior to the officer issuing the notice that the officer properly set up, tested, and established the tracking history principles of the radar, laser or other electronic device. (3) Radar, laser, or other electronic devices must exceed the minimal operational standards of the National Traffic Highway Safety Administration and have been calibrated within three years prior to the date of an alleged violation.

Status: Chaptered, Chapt. 1037, Stats. of 1998

AB 2347 (House); As amended May 18, 1998

Department Of Motor Vehicles: Personal Service

Deletes the requirement that DMV attempt to personally serve notice to motorists whose driving privileges have been suspended or revoked, if notification by certified mail is not possible. Requires peace officers to have immediate access to information during routine roadside stops, showing whether or not a person has been officially served notice that their driving privileges have been suspended or revoked. Requires, upon request, that judges be provided with information regarding a person's driving record, clearly stating whether or not a person has been officially served notice that their driving privileges have been suspended or revoked.

Status: Chaptered, Chapt. 683, Stats. of 1998

AB 2674 (Cardenas); As amended July 27, 1998

Driving-Under-The-Influence: Penalties

Provides that a person who is put on probation for a second DUI receive as a condition of probation a minimum of 96 hours of county jail time, but not more than one year. Requires a sentence of 96 hours of confinement be served in two increments consisting of continuous 48 hours each. Specifies that the two 48-hour increments may be served nonconsecutively. [Double joined with AB 762 (Torlakson).]

Status: Chaptered, Chapt. 661, Stats. of 1998

SB 1136 (Kopp); As amended January 6, 1998

Vehicles: Automated Enforcement Systems

Repeals the sunset date and continues indefinitely the use of the automated enforcement systems and related special procedures.

Status: Chaptered, Chapt. 54, Stats. of 1998

SB 1176 (Johnson); As amended June 10, 1998

Vehicles: DUI: Reckless Driving: Alcohol And Drug Education Programs

Requires the court to order a defendant, who pleads to reckless driving after having been charged with a DUI, to enroll in a licensed DUI program and complete, at a minimum, the educational component of the program, if the court has placed the defendant on probation for that conviction. Allows the court to exclude the educational component if compelling circumstances exist that mitigate against including that component and the court states those circumstances and makes an affirmative finding to that effect, both of which would be required to be stated on the record. Requires the Department of Motor Vehicles to include in its annual report to the Legislature an evaluation of the effectiveness of the program.

Status: Chaptered, Chapt. 487, Stats. of 1998

SB 1637 (Senate Transportation Committee); As amended July 21, 1998

Transportation Omnibus Bills: Vehicles: Registration Renewal: Fees: Licenses: Violations

- Repeals the provisions that requires the DMV to study the feasibility of a voluntary common registration renewal date for multiple vehicles owned by a single owner and makes certain reports to the Legislature.
- Extends to credentialed agriculture instructors a regular Class C driver's license with the authority to operate a combination of vehicles up to 26,000 pounds total weight as part of an instructional program in agriculture at a high school or college. Currently, the Class C exemption applies only to farmers or their employees when engaged in agriculture operation.

- Requires a city council or county board of supervisors to conduct a public hearing on the proposed use of automated enforcement systems prior to the city entering into a contract for the use of such devices or systems.
- Revises provisions specifying the size and color of warning flags on loads which extend beyond the front or back of a vehicle. Flags could be 2 inches square and either red or fluorescent orange in color rather than the current 16-inch square and red color requirements. The changes would conform to revised standards adopted by state highway departments in other western states.
- Requires vehicles that exceed a specified width to display a solid red or fluorescent orange flag or cloth not less than 12 inches square, provided that the driver has obtained a special permit to operate the vehicle.
- Deletes provisions in existing law that authorize Caltrans, or local authorities, to issue a special permit authorizing the applicant to operate or move vehicles with specified loads.
- Provides that violations of a written notice to appear based on a citation recorded by an automated traffic enforcement system may be reported to DMV by a magistrate or clerk of the court.
- Requires that when a notice of violation for an offense recorded by a camera (i.e., red light) is issued to a registered vehicle owner, the notice must be accompanied by an affidavit of non-liability which may be used by a vehicle rental or leasing company or other vehicle owner to identify the driver at the time of alleged violation.

Status: Chaptered, Chapt. 828, Stats. of 1998

SB 1639 (O'Connell); As amended July 19, 1998

Urgency, effective: August 24, 1998

Off-Highway Motor Vehicles: Alcohol

Expands the various laws regarding open containers of alcohol in motor vehicles on highways to include off-highway motor vehicles on specified public lands. Requires off-highway motor vehicles subject to identification that have no trunk to keep a receptacle containing any alcoholic beverage that has been opened in a locked container if the vehicle is not equipped with a trunk. "Locked container" means a secure container that is fully enclosed and locked by a padlock, key lock, combination lock, or similar locking device. Also expands the law prohibiting possession of less than one ounce of marijuana while driving an off-highway motor vehicle on specified public lands.

Status: Chaptered, Chapt. 384, Stats. of 1998

SB 1890 (Hurt); As amended August 10, 1998

Vehicles: Driving-Under-The-Influence

Eliminates the option of a urine test in most driving under the influence (DUI) cases. Specifically: (1) Deletes a person's choice of the urine test after being stopped for a DUI, except under limited circumstances. In most situations, if either the blood test or the breath test is available, then the person must submit to whichever of those two tests is available. If both tests are unavailable, then the person must submit to a urine test. (2) Provides other exceptions under which the urine test may be administered such as when the officer suspects that the person is under the influence of drugs or a combination of alcohol and drugs.

Status: Chaptered, Chapt. 740, Stats. of 1998

SB 1964 (Costa); As amended July 9, 1998

Vehicles: Radar-Jamming Devices

Prohibits any vehicle from being equipped with a device that is designed for, or capable of, jamming or disabling law enforcement radar. Prohibits the use, purchase, possession, manufacture, sale, or distribution of devices designed to jam or disable law enforcement radar. Specifically: (1) Prohibits any vehicle from being equipped with any device that is designed for, or capable of, jamming, scrambling, neutralizing, disabling, or otherwise interfering with radar, laser, or any other electronic device used by a law enforcement agency to measure the speed of moving objects. (2) Prohibits any person from using, buying, possessing, manufacturing, selling, or otherwise distributing any device that is designed for jamming, scrambling, neutralizing, disabling, or otherwise interfering with radar, laser, or any other electronic device used by a law enforcement agency to measure the speed of moving objects. (3) Makes a violation of the above provisions (i.e., #1 & #2) an infraction. Makes it a misdemeanor when a person possesses four or more of the devices described above. (4) Allows persons, with a valid federal operating license for radar jammers, to transport any number of those devices if the license is carried in the vehicle transporting the devices at all times when the devices are being transported.

Status: Chaptered, Chapt. 493, Stats. of 1998